

Southcenter Plan Regulations - Planning Commission DRAFT Issues Matrix

- Comments received by close of hearing on June 11, 2009.
- Note that comments listed without an exhibit reference were delivered verbally during the public hearing.

Page # in Plan	Comment (suggested language changes in bold strikout/underline)	Exhibit #/ Date/Source	Staff comment/analysis/options
	Book 1		
	Excited about the vision of a walkable neighborhood and business districts in an area currently dominated by automobiles. If implemented, the plan will increase transportation, housing and employment choices for Tukwila residents.	Ex. 11/ 6.3.09/Cascade Land Conservancy	Commenter supportive of vision
	SCP is very well structured and Cascade Land Conservancy strongly supports the incorporation of the vision, regulations and implementation plan into one document. Like the tie-in between vision, implementation & CIP list.	Ex. 11/ 4.23.09 & 6.3.09/Cascade Land Conservancy	Commenter supportive of proposed regs
	By enhancing walkability in the northern part of the SCA, along with providing investments & planning to assist pioneering residential development around the Sounder station, Tukwila can strengthen its position as the premier retail center for S King Co.	Ex. 11/ 6.3.09/Cascade Land Conservancy	Commenter supportive of proposed regs
	Likes vision to bolster SC as primary regional shopping center. Goal of creating areas for a walkable urban community with housing and employment opportunities in addition to destination retail is bold and exciting. Implementation timing & strategy is critical.	Ex. 14/ Sears/5.28.09	Commenter supportive of vision
	plan is admirable & ambitious	Mall/3.26.09	Commenter supportive of vision
	Westfield supports long term vision, but achieving a dense neighborhood will take dozens of years, with incremental changes over many development cycles.	Westfield/4.23.09	Commenter supportive of vision
	<i>If city wants to move away from current/historical development patterns, it needs to do so more gradually and with public investment.</i>	Ex. 17/ 6.11.09/ Walton CWAA Bus.Park Properties	comment noted.
	Like the vision, have some concerns, kudos to staff for working with Target.	Brandon Lee, Target/5.28.09	Commenter supportive of vision
	Does the vision for the TOD station district still make sense, given the recent developments with UP RR, ST, etc?	Staff	It seems unlikely that an agreement will be reached to move the tracks, therefore the plan should address the current configuration. Office development may be more likely than residential to occur near the station over the short to mid term, due to noise issues.
	The maps used in this plan reflect the tax parcel configuration of the Westfield Southcenter Mall prior to the recent Binding Site Plan approval. Please revise all maps to show correct lines, or remove all parcel lines on Mall property from all maps.	Brent Carson	Will be addressed in the next revision of the Plan.
	SCP is inconsistent with City's adopted comprehensive plan. Vision calls for 30-50 yrs, process to get there should be gradual; implementation calls for providing opportunities for residential (SCP it is mandatory); maintain strength of retail core (SCP weakens it); vision should be achieved based on market demand (SCP requires it).	Ex. 8/ Brent Carson/5.28.09	The SCP is consistent with the Comp Plan. Housing is a permitted use, not mandatory, and opportunities for locating housing within the UC are expanded. The CP states that the vision "should be achieved by reinforcing the TUC's strenghts and increasing its overall attractiveness. This would support both existing businesses and the continuation of <i>market-sensitive</i> transitions."
2 Introduction	1. Change this title: 1) District Structure – From Sprawling Auto-Oriented Commercial Area to Urban Center	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Recommendation: Substituting "low density" for sprawling and adding "auto-oriented."
2	2. Change this sentence: The sprawling, entirely auto-oriented commercial zone is almost entirely built out, new investment will increasingly entail redevelopment.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	This description refers to the central and southern portions of the urban center, and are appropriate descriptions. Recommendation: no change.
2	3. Change this sentence: The primary driving forces conditioning the form of new investment in the Plan Area will be 1) the shopping industry's accelerating abandonment of exclusively auto-oriented shopping centers in favor of more open air and amenity driven formats, 2) 1) increasing regional commitment to transit, 3) 2) rapidly growing demand for walkable urban environments for living, working and shopping, and 4) 3) the escalating value economic importance of property in the Southcenter area as a result of the expansion of the regional mall and the disappearance of easily developed property in the area.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	1) describes a current trend in the shopping industry and should be noted as such. Recommendation: Change "accelerating abandonment" to "shift away from." Recommendation: replacing 'escalating value' with 'economic importance.'
2	4. Change this sentence (the Mall may not be planning further southward or westward expansion): The area centering on surrounding Westfield Southcenter Mall will continue its transformation to transform into a more walkable and compact Regional Center, extending southward toward Strander Boulevard ultimately extending to the edge of Tukwila Pond, and eastward across Andover Park West.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
3 The Envisioned Future Tukwila Urban Center: "Regional Center"	1. Change this paragraph: ...The Regional Center owes its success to and is anchored by the newly expanded and refurbished Westfield Southcenter Mall. Mall customers arrive predominantly by car. The drawing power of this retail powerhouse will continue to bring investment in retail, services and entertainment venues oriented to an expanding regional trade. For this reason, this plan gives special emphasis to maintaining the economic viability of the Regional Center's hub, the Westfield Southcenter Mall. In recent years the Mall has shown leadership in enhancing the look and feel of the Mall through investments in architecture and customer amenities.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	The paragraph referred to describes the vision for the regional center district, which includes other businesses in addition to the mall. The text, as currently written, adequately describes the role of the mall. Many of the Mall's customers and employees also arrive by public transportation. Recommendation: make no changes to the Plan
3	2. Change this sentence: The area surrounding the newly refurbished super-regional mall with public incentives initiated by the City will begin changing from the exclusively parking lot-surrounded, auto-dominated development that has begun to fall out of favor with market trends, in favor of an increasingly walkable and amenity driven pattern reflecting contemporary consumer and investor preferences.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment. However, the phrase "...in favor of an increasingly walkable and amenity driven pattern reflecting contemporary consumer and investor preferences" is true and should not be deleted.

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3	3. Change this sentence: With public investment, New development surrounding the Mall will be increasingly characterized by a pattern of walkable-scaled city blocks with key street frontages lined with visible storefronts...	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Once we have completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
3	4. Remove this sentence: Infill development on the high value property of the Mall will continue the transition from surface parking to structured parking, and will likely be increasingly characterized by mid-rise or high-rise building components built over the retail base.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Recommendation: Instead of deleting this sentence, consider adding " Over the long term, infill development on the high value property of the mall will..."
3	Remove sentence: Ultimately, the current Mall's inward focused development pattern will be reversed; its parking lots replaced entirely with the fine grained and intensely developed patterns, that characterize the most sought after urban districts.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Recommendation: make the suggested revision.
9	1. Change text as follows:	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	
9 The Envisioned Future Tukwila Urban Center	TUC Boulevards ...First, Strander Boulevard will continue to be the most well-traveled east-west thoroughfare and the gateway for many visitors to the Regional Center, Pond District and TOD Neighborhood. <u>With the exception of the northern half of the street between Southcenter Parkway and Andover Park West, the entire segment of Strander Boulevard within the Plan Area is designated as a TUC Boulevard.</u> Of the several north-south arterials, Andover Park West provides the most direct connection to and through the Regional Center and the new Pond District. <u>With the exception of the western half of the street between Strander Boulevard and Tukwila Parkway, from Tukwila Parkway to south of the Pond, Andover Park West is designated as a TUC Boulevard.</u> New development along these two "TUC Boulevards" will be ...	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	It is unclear how this revision would further the vision for the area. Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
9	Commercial Corridors In order to insure that Southcenter provides opportunities for the full range of shopping industry development types, Southcenter Parkway <u>and the TUC Regional Hub site (Westfield Southcenter Mall)</u> will likely continue to service as Southcenter's commercial strip, providing sites for auto-oriented retail and services....	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	It is unclear how this revision would further the vision for the area. Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
11	1. Change this sentence: New pedestrian paths and public sidewalks will lead pedestrians from surrounding areas to the center, <u>such as the recently completed covered walkway leading from the transit center at Andover Park West and Baker Boulevard toward the Mall entrance.</u> and the most heavily used route, from the center to the Mall, will be improved, with a covered walkway leading directly to the Mall entrance.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Recommendation: make the suggested revision.
	2. Change this sentence: 2) Build on the presence of major retail <u>and Major Retail Centers</u> anchor uses to encourage the augmentation of existing shopping assets with the type of urban amenity-driven, pedestrian-oriented shopping increasingly <u>compatible amenity-driven shopping</u> favored by consumers and investors.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Don't understand the suggested revisions and the reason behind them.
	3. Add this sentence to the end of "Reinvestment Strategy": 11) City investment in public incentives or public parking to reach market feasibility of multi-storied mixed use development with structured parking.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.

	Book 2 - General		
	Concerned about: implementation strategy, economic impacts, non-conforming uses & structures, traffic circulation, parking locations & configurations, constraints on potential expansions, constraints on exterior & interior alterations, grandfathering of existing conditions, need for more stakeholder input, compliance with legal process, procedural and substantive.	Ex. 7/ Sears/5.28.09	Comment noted. Not enough specificity regarding issues to be able to respond.
	Chevron understands the importance of the City's vision for the area and any alterations will be done so with the City's vision in mind and, whenever possible, Chevron will work with the City so that the new standards can be met.	Ex. 13/ 6.9.09/G.Hotaling /Chevron	Commenter supportive of vision and proposed regs
	SCP is not consistent with Shoreline Master Program (SMP), including amendments to the SMP currently under consideration by the Council. Inconsistent requirements: landscaping, public access & open space, buffers & setbacks, height restrictions, and nonconforming use provisions.	Ex. 15/ 6.11.09/C.Maduel l/Residence Inn	Response will be coordinated with the SMP, but both documents are still being modified. The SMP may be changed due to Dept of Ecology comments.
	<u>Regulations are too prescriptive</u> ; there are disincentives to improve property. <u>Need to provide incentives</u> so that developers have a way to make their proformas work. Thresholds for conformance are disincentives. Need more flexibility for developers.	Mall/5.28.09	Will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan)
	<u>The cost of implementing various requirements triggered by a change in use could quickly overwhelm the rental value generated by a new tenant.</u> Current site (industrial business park) has 277 units housing 217 different uses with regular changes of use. Would cause substantial cost. Owners would probably allow property to lay vacant before investing in upgrades to meet new standards.	Ex. 17/ 6.11.09/ Walton CWAA Bus.Park Properties	Will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan)
	Additional expenses imposed by plan don't provide a corresponding increase in the value of the developed property - only devalues.	Ex. 17/ 6.11.09/ Walton CWAA Bus.Park Properties	FTB's argument is that these improvements upgrade the entire area, making it more attractive and therefore more valuable.

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	<i>Recommend limiting the area within which the proposed code would apply for a sufficient length of time to ensure that the actions it would require can be undertaken successfully and without needless damage to existing uses.</i> Such a strategy would have the added benefit of allowing the City to <u>concentrate public investment in the chosen area</u> to foster the conditions that would encourage private investment in keeping with the plan's vision. Once the plan has been operationally tested and once the City's investments and private investments have created the market conditions that would support the uses envisioned by the plan, the implementation of the plan can be extended to the remainder of the TUC.	Ex. 19/ 6.11.09/ Kresovich/Target	The framework of districts should stay in place. Some design requirements may be lifted. These concepts will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan)
	<i>City should consider: doing no harm - <u>need public & private investment; be patient - don't try to do everything at once.</u> Start small, see errors, make corrections. Concentrate city funding where you can get the biggest bang for the buck & stimulate private investment.</i>	George Kresovich, Target/5.28.09	Will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan)
	<u>Concerned about the downzoning effect of the plan.</u> By making properties nonconforming and burdening them with extreme restrictions, the City is purposefully taking away value from the land so that it can achieve a different use on the land at the expense of the property owners & erosion of the city's tax base. <i>Tukwila should offer incentives and put resources into infrastructure needed to support the mixed use neighborhoods, just as other cities have done.</i>	Ex. 21/ 6.11.09/Hancock/ Segale	The requirements of the plan are intended to make the development process more predictable and result in more consistency of uses and design within districts. While the plan limits future warehouse & industrial uses in the northern portion of the urban center, it focuses on preserving these uses and areas for future use in the Workplace district.
	The design details are too limited and restrictive. The City should <u>allow more flexibility to vary from the details when the overall goal of the plan can be achieved by variations in regs.</u> especially as it relates to adaptive re-use of existing buildings.	6.11.09 & 3.26.09 /Hancock/Segale	Examining different thresholds for compliance with the code will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan)
	Vision is for residents of Tukwila, not commercial property owners. Expect great resistance & desire for flexibility from commercial property owners. <i>Need fairly stringent standards.</i>	5.14.09/CParish/ PC	Commenter supportive of concept of form based code.
Non conforming issues			
	<i>Property owners want the non-conforming section of SMP to apply, not the Southcenter Plan's.</i> SMP offers more relief.	Ex. 4/ 4.23.09/Michaelis /Barnaby's	Response will be coordinated with the SMP, but both documents are still being modified. The SMP may be changed due to Dept of Ecology comments.
	Plan renders substantial number of uses & structures in the mall non-conforming. Would impact the value & marketability of property rights and our leasehold interest.	Ex. 7/ Sears/5.28.09	Comment noted. No remedy proposed.
	The plan states that non-conforming uses and development may continue, but it does not appear to allow incremental improvements.	Ex. 7/ Sears/5.28.09	Incremental improvements are permitted. When the value of those improvements reaches stated thresholds, specific requirements kick in.
	Non-conforming uses & structures would impair financing, sales & rentals. 50% of buildings would become non-conforming. <i>City should look at Bellevue's pre-existing provisions.</i>	Brent Carson/4.23.09	Will be addressed - see issue paper on non-conformance (to be prepared)
	Regulations would make current use (of Residence Inn) non-conforming.	Ex. 15/ 6.11.09/C.Maduel I/Residence Inn	Lodging is a permitted use in the TOD River District, so the Inn would <u>not</u> be a non-conforming use.
	Proposed code would cause parts of the Mall to be non-conforming.	Mall/3.26.09	The drive-thru would become non-conforming. In this area, the vision calls for a more pedestrian-friendly environment, which does not include drive-thru uses between a building and a sidewalk. Firestone Automotive would become a non-conforming use because it caters to cars, not pedestrian-oriented activities. The structure would become non-conf and in the future if it substantially redevelops, they would be required to construct the building adjacent to the back of sidewalk. The parking structures are conforming structures, since built to the The most recent expansion would have been able to occur, since the Plan treats the internal driveways as streets, and the buildings are constructed to the back of sidewalk. There may have been some minor modifications made to the design of the new construction. If the plan had been in place, it may have resulted in more internal pedestrian circulation improvements thru the surface parking lot, public frontage improvements on adjacent streets, and more parking lot landscaping.
	Most recent expansion would not have occurred under Plan. When plan is adopted, pads, Bank of America drive thru, Firestone, parking structures would become non-conforming.	westfield/4.23.09	
	All anchor bldgs, patios, theater, drive-aisles, surface parking, tenant width, entrances would become non-conforming.	westfield/4.23.09	
	Believe the plan reduces the amount of time an owner has to bring a nonconforming use into compliance before the City will effect the use permit. True?	Ex. 20/ 6.11.09/Badstubn er/Regency	Plan has no effect on amount of time an owner has to bring nonconforming uses into compliance. Use permits are not required by the City.
	"Legal pre-existing" SMP concept - needs a definition and clarification of affect. Issaquah & Bel-Red Plan as examples?	5.14.09/CParish/ PC	Response will be coordinated with the SMP, but both documents are still being modified. The SMP may be changed due to Dept of Ecology comments.
	Is the plan proposing provisions that conflict with similar types of standards in other documents? For example, non-conforming standards in SCP are different than those in SMP. Is the City treating people differently, and is that legal?	5.21.09/CParish/ PC	It is permissible to treat different situations/locations differently.
	Take a closer look at non-conforming issues - use & structures. If economic analysis supported uses then would have no issue with making a use non-conforming.	5.28.09/GMalina/ PC	comment noted.
Applicability			
	Applicability. SCP requires that new development standards be met for relatively minor alterations and redevelopment of the property. This will discourage property owners & businesses from maintaining or upgrading existing improvements.	Ex. 15/ 6.11.09/C.Maduel I/Residence Inn	Minor repairs and maintenance are not included in the value calculations for meeting conformance thresholds.
	Earlier this year considered a "facelift" or redevelopment of SC West site. Plan would have made it financially infeasible or impossible. <u>Regs would increase project's cost far above the increased rental values that might be achieved. New tenants might trigger add'l requirements including public frontage improvements, landscaping & other. Cost outweighs benefits.</u>	Ex. 17/ 6.11.09/ Walton CWAA Bus.Park Properties	Will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan).

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	Considered binding site plan at TBS site. Without proposing any new development, would have triggered new streets, new public access to river, public frontage improvements, landscaping & site improvements.	Ex. 17/ 6.11.09/ Walton CWAA Bus.Park Properties	New street regs would only be triggered when anticipated traffic impacts from new development triggers the need for add'l mitigation. Recommendation: Delete all of the requirements except for Maximum Block Size and New Streets for Short Plats/Binding Site Plans.
	What is the impact on existing occupants of new structures built within the mall which must meet all the new guidelines, including structured parking?	Ex. 7/ Sears/5.28.09	Comment noted. Not enough specificity to be able to respond. Requires dialogue between Westfield and each property owner. Plan would only require new construction or additions to comply with regs.
Thresholds for conformance			
13 18.28.003 Threshold for Conforman ce...	1. To the end of the first paragraph of section 18.28.003 add: <u>Tukwila Urban Center Regional Hub: New Construction and Expansion of Existing Structures shall not trigger full compliance to the Development Code for the entire site; rather the degree of compliance shall be limited in value and area proportionate to the new development or expansion, including limiting required improvements to a smaller area of the premise which is more equivalent to the percentage of total building being constructed. The Tukwila Urban Regional Hub consists of the Southcenter Mall, which is bounded by Tukwila Parkway to the north, Andover Park West to the east, Strander Boulevard to the south, and Southcenter Parkway to the west.</u>	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	It is unclear why the Mall should have different compliance thresholds than other major retail centers (see 18.28.003 3 bii). The plan does not currently require that "new construction and expansion of existing structures trigger full compliance to the development code for the entire site"... If new construction occurs, the new construction must comply. Exterior alterations are required to comply with a limited set of standards. There is also confusion here between building and site compliance. Under exterior alterations, the degree of compliance is linked to the size of the project (see 18.28.003 3 bii 1). This comment is also recommends a new district: Tukwila Urban Center Regional Hub. Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment, as well as the suggestions for degree of compliance.
13	2. Change this sentence: ii) Major Retail Centers. Compliance with the above regulations is required when the combined costs stated on all submitted City permit applications for exterior alterations to an individual tenant space in major retail centers within any rolling 2-a one year period equals or exceeds \$100,000 50% of the replacement value of the tenant space (unless the work is covered under the exception section below).	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	How would the replacement value of a tenant space within a multi-tenant building be calculated?
13	3. Change this sentence: Required improvements may be made as part of the alteration that triggers the required improvements. The cost of the landscaping standards that shall be met is limited to 40% 1% of the value of the proposed alterations. It is the responsibility of the applicant to document to the DCD Director the value of the required improvements. Additional costs may be required to comply with other applicable requirements associated with the proposal.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	The current code requires that non-conforming landscape areas be brought into full compliance when design review is triggered. In the TUC zone the threshold is exterior alterations that cost more than 10% of the building's assessed valuation or 1,500 new sf. Currently there is no cap on the cost to bring the landscape into compliance so the 10% limitation in the Plan already provides more certainty than the existing code.
13	pg. 13, 3)a.i.1. If not doing addition or expansion, don't need to comply with scale standard regs. Delete from here & chart on page 13.	Staff	Recommendation: revise in next version of the Public Review Draft
13	Pg. 13, 3)a.i.2. If not doing addition or expansion, don't need to comply with setbacks. What about private frontage types?	Staff	Recommendation: revise in next version of the Public Review Draft
13	Pg. 13, 3)a.i.2. If not doing addition or expansion, do they need to comply with private frontage types?	Staff	See issue paper on conformance (to be prepared). Response will be coordinated with other issues related to applicability.
13	\$100k threshold for major retail centers exterior alts works for smaller stores, but not larger (so it is not equitable). Acts as a disincentive to improve bldgs or bring in high quality tenants who may want custom storefronts. <i>Eliminate.</i>	6.11.09/Hancock/ Segale	What is a reasonable threshold? see issue paper on thresholds for conformance (to be prepared). Response will be coordinated with other issues related to applicability.
13	Exterior alteration threshold of \$100k for individual tenant is too high (pg 13). <i>Minimum threshold should be based on size of tenant. \$ amount should be proportional to size of tenant.</i>	Ex. 21/ Hancock/Segale/ 3.26.09	
	Want back-up analysis for selecting \$100k threshold for major retail center tenants.	4.9.09/AEkberg/P C	See issue paper on thresholds for conformance (to be prepared).
13	Exceptions to ext alts value calculations appear to cover "ordinary maintenance", but then the list of those activities is limiting. Include such things as parking lot repaving and landscape improvements. <i>Reword the section to say "ordinary maintenance, including but not limited to the following..."</i>	Ex. 21/ 3.26.09 & 6.11.09/Hancock/ Segale	Recommendation: make suggested change
14 18.28.003 Thresholds for Conforman ce...	1. Change this sentence: b) Substantial Alteration Threshold i) Substantial alteration occurs when the combined costs stated on all submitted City permit applications for any repair, reconstruction, rehabilitation, demolition, tenant improvements or other improvements to a structure within any rolling 2-year a one year period exceeds 50% of the current value or replacement value of the structure. Replacement values before the start of construction activity or before damage had occurred (if the structure was damaged and is being restored) shall be used.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Need to understand why using 'current value or replacement value' here v. just replacement value. Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
14	<i>pg. 14: sect. 4.a.i substantial alteration, and p. 15, Fig. 18.28.03 a conformance with development code. Add "Substantial alteration of an existing structure shall require compliance with all of the standards and regulations of this chapter unless a substantial alteration is specifically allowed by other regulations of this chapter or by other regulations adopted by the City of Tukwila.</i> this would allow alterations that are consistent with SMP regs.	Ex. 18/ 6.11.09/Michaelis /Barnaby's	Response will be coordinated with the SMP, but both documents are still being modified. The SMP may be changed due to Dept of Ecology comments.
14	<i>p. 14: sect. 5.a.i Change in use. Revise "Any application involving a change to a more intensive use to an existing structure or premises, as determined by the DCD Director, shall comply with the following regs." p. 15, Fig 18.28.03 conformance with development code. Revise 'change in use' to "Change to a more intensive use" in building or premises.</i>	Ex. 18/ 6.11.09/Michaelis /Barnaby's	Change of use is defined in 5.b, and is consistent with this proposed revision. Recommendation: make the suggested change.
15 Fig 18.28.03	Next series of comments is based on p.15 Fig 18.28.03 Conformance chart:	Ex. 19/ 6.11.09/Kresovich /Target	

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	No issues with proposed standards & regs for: new construction, change in use, tenant improvements, land division, and site modifications.	Ex. 19/ 6.11.09/Kresovich /Target	Commenter supportive of proposed regs
	Landscaping requirements for expansions, exterior alts (major retail centers), and substantial alterations: Landscaping requirements are viewed to have been written from a focus on new development projects and not supplementing existing landscapes. <i>Advocate that existing conditions should not be ignored, but that additional requirements should consider and be implemented while integrating the existing landscape.</i>	Ex. 19/ 6.11.09/Kresovich /Target	Proposed landscaping standards are not significantly different than current standards. Flexibility in how the standards are met is available during the review process. Applicant can suggest ways of meeting the standard, provided the intent of the code is met.
	Arch. Elements regs for expansions, exterior alts (major retail centers), and substantial alterations: Believe that the plan attempts to legislate the vast majority of the design process. The prescriptive nature of the current form would stifle the creative process, which would be an unintended consequence.	Ex. 19/ 6.11.09/Kresovich /Target	Intent of Plan is to create a higher quality urban environment and corridors with consistent public & private frontages. Architectural regulations are similar to those in other jurisdictions in terms of regulating massing, good design principles. Intended to provide more certainty in the design review process, while still providing room for creativity. Comment does not specify which architectural regulations are considered too prescriptive.
	Parking types & locations for expansions & Ext alts (major retail centers): The proposed parking types & location requirements do not appear to relate to the existing uses. The orientation of the bulidng and the orientation of the parking are almost always part of the business model of the occupant. Additionally, requiring a parking structure without economic justification would not be economically feasible. For example, if Target were to expand or have a substantial interior alteration and our existing orientation was viewed as "facing the street", the only parking arrangement that would be allowed under the proposed requirements would be some type of structured parking.	Ex. 19/ 6.11.09/Kresovich /Target	The plan does not require structured parking. Surface parking is permitted in many different configurations. The plan provides guidance on the design of structured parking, if constructed.
	Frontage coverage for Expansions: How would one comply to this reg on <u>only</u> new floor area?	Ex. 19/ 6.11.09/Kresovich /Target	See issue paper on conformance (to be prepared). Response will be coordinated with other issues related to applicability.
	Minimum heights for expansions: how would one apply this standard/req only to the new floor area and incorporate it into the existing conditions?	Ex. 19/ 6.11.09/Kresovich /Target	
	Building orientation for expansions: how would one apply this standard/req only to the new floor area and incorporate it into the existing conditions?	Ex. 19/ 6.11.09/Kresovich /Target	
	Public frontage improvements for expansions: how would one apply this standard/req only to the new floor area and incorporate it into the existing conditions?	Ex. 19/ 6.11.09/Kresovich /Target	Public frontage improvements (for "typical project") must be constructed when the new floor area is added. Typically, this will include new sidewalks, plantings.
	Building length for expansions & substantial alts: In the event of an expansion or subst. alt, the proposed reg would require Target to reduce the length of the building by 51'. Would result in the loss of existing Target bldg.	Ex. 19/ 6.11.09/Kresovich /Target	See issue paper on conformance (to be prepared). Response will be coordinated with other issues related to applicability.
	Building orientation for expansions & subst alts: compliance with the proposed standard would result in the loss of the existing bldg.	Ex. 19/ 6.11.09/Kresovich /Target	
	Frontage coverage for subst. alts: compliance with the proposed standard would result in the loss of the existing bldg.	Ex. 19/ 6.11.09/Kresovich /Target	Comment noted. If regs remain as proposed, may need to significantly alter placement of buildings to fully comply with regs in the case of a substantial alteration.
	Building length for subst. alts: compliance with the proposed standard would result in the loss of the existing bldg.	Ex. 19/ 6.11.09/Kresovich /Target	Comment noted. If regs remain as proposed, may need to significantly alter placement of buildings to fully comply with regs in the case of a substantial alteration.
	New street regs for subst. alts: compliance with the proposed standard would result in the loss of the existing bldg.	Ex. 19/ 6.11.09/Kresovich /Target	Comment noted. If regs remain as proposed, may need to significantly alter placement of buildings to fully comply with regs in the case of a substantial alteration.
	Public frontage improvements for expansions & subst alts: this would require the taking of Target's property and the loss of the building due to the 25' public esplanade requirement.	Ex. 19/ 6.11.09/Kresovich /Target	The plan only requires public frontage improvements when there is an intensification of a use or premises from new development, redevelopment, or a change in use, as determined by the DCD Director.
	Private frontage types for expansions, exterior alts (MRC) & subst. alts: making improvements would require compliance with this reg, yet Target does not appear to meet or fall within the definition of any of the Private Frontage Types.	Ex. 19/ 6.11.09/Kresovich /Target	Response will be coordinated with other issues related to public frontage improvements and applicability.
	New Street regs for expansions: This would require a taking of private property that is currently used for business operations and result in Target being unable to operate.	Ex. 19/ 6.11.09/Kresovich /Target	The plan only requires new streets when the traffic impacts generated by new development, redevelopment, or a change in use triggers the need for mitigation, as determined by the DCD Director.
	Site component regs for expansions, ext alts (MRC) & subst alts: attempting to comply with all of the site component requirements would be economically unfeasible. It would also raise issues of pedestrian safety.	Ex. 19/ 6.11.09/Kresovich /Target	The comment does not specifically identify the regs that pose a problem. In general, most of the site component elements are required under the current code and design guidelines.
	Suggested regulation: <i>An expansion that is 25% or less of the overall square footage of the building would not trigger alterations/impacts to the existing building in terms of building orientation, minimum or maximum building heights, public frontage improvements, private frontage improvements, frontage coverage, build to corner, new street regs, site component regs, parking types & locations, general parking requirements & guidelines, architectural elements regs.</i>	Ex. 19/ 6.11.09/Kresovich /Target	See issue paper on conformance (to be prepared). Response will be coordinated with other issues related to applicability.
	Building orientation for exterior alts (MRC): suggested regulation - <i>To remain consistent a sliding scale based on a predetermined percentage of replacement value be used to determine the correlating trigger amount for Exterior Alterations.</i>	6.11.09/Kresovich /Target	
15	<i>Fig 18.28.03 conformance with development code. Exterior alteration row, Delete 'x' in Building Orientation & Private Frontage Types requirements.</i> This would allow buildings to be oriented in present location if improvements exceed 5%.	Ex. 18/ 6.11.09/Michaelis /Barnaby's	Complying with building orientation & private frontage types does not require the buildings to be relocated.

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	There is some language about applying the "most stringent" regulations in the event that there is a conflict between the TUC Plan and the Shoreline Master Program. While I agree in principle and understand the practicality of pointing to a document in flux that will take precedence over the TUC plan, I'm concerned that there could be some legal challenges (or at the very least some misunderstandings) based on what really is the "most stringent". My long term hope would be that when the SMP gets translated in Tukwila Municipal Code, that section 18 be brought into full compliance and that 18.28.003.10.a.iii (page 14) would go away, so there would be no confusion.	LPeterson/PC (comment submitted in email to staff).	City attorney has reviewed and approved language.
	Is the wording of 18.28.004.1.b.i.3rd-bullet correct? The other three bullets in this section appear to be UPPER thresholds to stay below, while this one appears to be worded as a LOWER threshold to be exceeded.	LPeterson/PC (comment submitted in email to staff).	Yes, it is correct as is.
	Rename "Typical Projects". Term is not representative. "Non-major retail centers" was suggested as a replacement.	4.9.09/GMalina/P C	Instead of renaming the term, we suggest providing a defintion to improve clarity. Recommendation: "Typical Projects" include exterior work on structures containing, but not limited to, commercial, residential, educational, cultural, and mixed uses. Excluded from this category is exterior alteration work occurring within a "Major Retail Center" and work covered under the exception section below.
15 Figure 18.28.03 Conformance with Code	1. Change this sentence: EXTERIOR ALTERATIONS - Major Retail Centers. Any exterior alteration of an individual tenant space in major retail centers when the combined costs stated on all submitted City permit applications within any rolling 2-year a one year period equals or exceeds \$100,000 50% of the replacement value of the tenant space (unless the work is covered under the exception section of the chapter *)	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Same comment about the difficulty of calculating the replacement value of a tenant space. Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
15	2. Change this sentence: SUBSTANTIAL ALTERATIONS - Any repair, reconstruction, rehabilitation, or other improvements to a structure (unless the work is covered under the exception section of the chapter**) when the combined costs stated on all submitted City permit applications within any rolling 2-year a one year period exceeds 50% of the replacement value of the building or structure either before the start of construction or, if the structure has been damaged and is being restored, before the damage occurred, shall require compliance with all of the regulations of this chapter.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
15	3. From the "Exterior Alterations" Type of Development, remove the "X" from the following Standards and Regulations: <ul style="list-style-type: none"> Building Orientation Private Frontage Types Side Yard Setback Rear Yard Setback Alley Setback Site Components Regulations 	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Recommendation: 1. remove compliance with the following standards for exterior alterations: side yard setbacks rear yard setbacks alley setbacks 2. Do not remove compliance for: building orientation private setback types site component types These are important elements of change that need to be captured with redevelopment.
15	4. Add the following reference below chart: **** In the TUC Regional Hub new construction and expansion of existing structures shall not trigger full compliance for the entire site to the Development Code; rather the DCD Director will determine the degree of compliance, including limiting required improvements to a smaller area of the premise which is more equivalent to the percentage of total building being added, see 18.23.003.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	It is unclear why the Mall should have different compliance thresholds than other major retail centers. Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
15	5. Amend Figure 18.28.03 to add **** to the following "Standards and Regulations that will be used to evaluate the project": <ul style="list-style-type: none"> Landscaping Regulations Site Component Regulations General Parking Requirements & Guidelines 	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment. However, at a minimum staff does not recommend removing compliance with parking requirements, since adequate parking must be provided.
14&15	Definitions of substantial alterations does not match (between text & chart). Chart does not include tenant improvements and demolitions.	Staff	Recommendation: align text in next draft.
15 chart	The asterisks in Exterior alterations & substantial alts that refer to exceptions are labelled incorrectly. There should be one asterisk (*) instead of two (**).	Staff	Recommendation: Changes will be reflected in revised version.
	\$\$ amounts in thresholds for conformance are too low. Should be based on a sliding scale based on size of project/building/site.	Target/4.23.09	See issue paper on thresholds for conformance (to be prepared). Response will be coordinated with other issues related to applicability.
	Change the level of investment that would trigger the requirements to undertake substantial reconstruction of existing uses.	Ex. 19/ 6.11.09/Kresovich /Target	
	Subst. alt threshold of 50%. <i>Will the city calculate the value of all of the buildings on the subject property (GLA), or by physical building?</i> If the trigger is based on total shopping center GLA we have little exposure to this trigger. Either way, the plan does not address this issue.	Ex. 20/ 6.11.09/Badstubner/Regency	Valuation would be calculated based on the physical building being altered. That building may house multiple stores or offices. Recommendation: Clarify this in the plan.
	Will an act of God trigger the requirement to rebuild a compliant building?	Ex. 20/ 6.11.09/Badstubner/Regency	Yes. If a fire, earthquake, etc destroys a non-conforming structure to an extent more than 50% of its replacement cost AND the owner wishes to replace it, it must be reconstructed in conformance with the regulations. See page 14, 18.28.003.9.a.i, TMC 18.70 non-conforming lots, structures and uses still applies.
	Is the \$100,000 improvement threshold (exterior alt for major retail centers) before or after taxes?	Ex. 20/ 6.11.09/Badstubner/Regency	The Building Official states that the dollar value should include ALL costs necessary to do the work, e.g. construction materials, labor, taxes, etc.

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	It is unclear how to assess the impact of one retailer's desire to make alterations which trigger new development guidelines, including building orientation and side/rear setback requirements, on other occupants of the mall. What is the impact to adjacent retailer?	Ex. 7/ Sears/5.28.09	Once we determine how to address the Regional Center district we can answer this.
	<u>The requirements related to subst alts on pgs 14 & 15 need more clarity.</u> Unsure of what is required - tear down building?	Ex. 21/ 6.11.09/Hancock/ Segale	It is up to the developer as to how the building will be made compliant.
	p 14&15 subst alts. Owners being "punished" if they try to upgrade bldgs. Regs discourage maintaining & upgrading the bldgs; push owners towards bringing in low quality, undesirable tenants.	Ex. 21/ 6.11.09/Hancock/ Segale	Minor repairs and maintenance are not included in the value calculations for meeting conformance thresholds. The intent of the plan's regs is that requiring these improvements at points when major renovations are planned ultimately upgrades the design quality of the area, making properties more attractive and therefore more valuable.
	Developers can get around the 2 year rolling period (for alterations). What about considering a 3-4 year rolling period for alterations, and a possible variance process when owners/tenants suffer extenuating circumstances?	4.23.09/CParish/ PC	See issue paper on thresholds for conformance (to be prepared). Response will be coordinated with other issues related to applicability.
Architectural Design Review			
	18.28.004.1.b.i. (Pg 16) Should design review for exterior alterations go to BAR? Currently, code is written so that once exterior alts reach a certain amount, project shall only be reviewed administratively.	4.9.09/GMalina/P C	Staff recommends keeping the design review provisions as proposed, so that exterior alterations (does not include additions) are reviewed administratively. The BAR can then focus on the more significant projects proposed in the urban center.
Use Standards Chart			
19	<i>Use standards chart. Remove the L1 & L5 footnotes from the Restaurant use in the TOD River district, which eliminates the requirement for a restaurant to be located in a Neighborhood Center and oriented towards the Green River. This would allow Barnaby's to remain as a permitted use. An alternative to building orientation could be to require pedestrian open space or plaza space/outdoor patio to be oriented towards river.</i>	Ex. 18/ 6.11.09/Michaelis /Barnaby's	Specifically related to Barnaby's, under this plan, the structure would be allowed to remain as is unless it exceeds conformance thresholds. Under the definition & regs associated with building orientation (18.28.041), where building orientation is required, buildings shall be located along and oriented towards new or existing streets <u>or</u> public open spaces... Thus, the commentor's proposal already fits the requirement. Recommendation: no change.
19	<i>Use standards chart. Recommended changes to Permitted uses & footnotes. Want more uses permitted with less requirements to assist current property owners in finding a tenant.</i>	Ex. 18/ 6.11.09/Michaelis /Barnaby's	See commentor's list. Many uses are already permitted without footnotes. Many relate to removing requirement for being located in neighborhood center and oriented towards the river. Some request reinstatement of uses that are not supportive of the envisioned district character.
	Sears relies on a degree of certainty and flexibility from its landlords and governing jurisdictions. Need more predictable land use codes to allow Sears to make renovations & expand. Wouldn't be able to add a restaurant or auto center which are currently allowed via Sear's negotiated agreement with Westfield. SCP would no longer permit the expansion and denies Sears the benefit of its agreement with Westfield. Need to locate auto center near Sears store to realize the efficiencies, economies of scale and customer convenience.	Ex. 7/ Sears/5.28.09	The outpad described was included in the amount of sq footage covered by the EIS and the Development Agreement, so Sears could construct it before the expiration of the agreement in 2011.
	Under the proposed plan, Chevron's gas station will no longer be a permitted use. Change will not affect existing station, but the new zoning & development standards could seriously limit Chevron's ability to perform any exterior alterations in order to continue providing newer/better services and to aesthetically enhance the appearance of the property. <u>Chevron is requesting a variance to remain as a permitted use at its current location. Chevron is also asking that it not be held to the new design standards and regulations for any exterior alterations, or substantial alterations.</u>	Ex. 13/ 6.9.09/G.Hotaling /Chevron	Don't need a variance to remain as a permitted use. The use would be "grandfathered" once the plan and its implementing regulations are adopted. Recommendation: Thresholds for conformance would still apply to exterior alterations & substantial alterations.
	<i>Request that the Pond district uses be allowed in Commercial Corridor district, especially if such uses are within walking distance from Tukwila Pond:</i>	Ex. 12/ 6.9.09/Wig	Pharmacies, bars & nightclubs, theaters, business services, banks & financial services, lodging, cultural & educ facilities, post office, convention centers, and residential uses are allowed in the Pond district but not in the CC district. These uses are more appropriate in and support the development of pedestrian oriented, mixed use areas. Recommendation: No change.
	<i>Banks, financial and real estate services should be permitted in CC since many aspects of these uses are professional services which are allowed in CC and these are typical uses in other retail properties in Puget Sound.</i>	Ex. 12/ 6.9.09/Wig	Recommendation: No change. See above discussion
	<i>Pharmacy/grocery store uses</i> are extremely common in retail properties and in fact are the corner stone of many retail developments in Puget Sound. In such cases such users are the anchors in retail developments, making loans possible. So these uses <i>should be allowed in CC as well.</i>	Ex. 12/ 6.9.09/Wig	Recommendation: No change. See above discussion
	Not allowing the above uses in CC will hurt property owners (in CC) in the long run and ultimately will not be healthy for the area.	Ex. 12/ 6.9.09/Wig	Comment noted. There are still many more uses permitted in the CC District than those uses that are not. (Currently, there are no banks, financial services, pharmacies or grocery stores located in that district).
	Some or all of above may need parking decks that can be expensive to build. Parking decks may need piles.	Ex. 12/ 6.9.09/Wig	Comment noted. Structured parking is an option, not a requirement in the CC district.

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	Regulations constitute a substantial downzone of the (Residence Inn) property.	Ex. 15/ 6.11.09/C.Maduel l/Residence Inn	There are more uses permitted on the property than not (TOD River District). Most retail, office, lodging, civic & institutional, residential, and transportation & communication uses are permitted. The few uses not permitted include industrial, manufacturing and warehousing. Most retail uses are permitted, except department & variety store anchors; bars, cocktails & nightclubs (lounges assoc. with a restaurant are permitted); and commercial-outdoor recreation facilities. Internet data centers and commercial services including gas stations, repair shops, funeral homes, and animal shelters are also not permitted. Drive-thru configurations are not permitted. The uses that are permitted support the character of development envisioned by the community along the River. Maximum height has been reduced from 115' to 98' outside of the SMP zone. However, these heights have not been realized in any development in the TUC, particularly along the river.
	Use limitations are not objectionable per se, but when combined with scale and form regs very little commercially viable development or redevelopment is possible on the property (Residence Inn, TOD River district). Couldn't replicate current hotel use of property.	Ex. 15/ 6.11.09/C.Maduel l/Residence Inn	If had to redevelop the property, could not rebuild in the current location/form, but could build a hotel that meets all regs. It is the SMP required setback that has the biggest impact on redevelopability of this property.
	<i>In Regional Center district, grocery store should be permitted without the condition for housing to be provided.</i>	Mall/3.26.09	Will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan). Most likely recommendation: Remove condition requiring housing to accompany a grocery store in the RC district.
24	Definition of " <i>anchor</i> " limited to a larger store. Given that customer traffic is the main factor in the use of this term elsewhere in the plan, <i>this term should be replaced, or the definition should be expanded to any use that generates additional traffic in a center.</i> There are other significant generators of traffic besides large retail stores. Should include "a popular bank or restaurant", and based on "generating traffic", not based on size or use. "Anchor" definition needs more clarification. Also, should be added to glossary	3.26.09 & Ex. 21/ 6.11.09/ Hancock/Segale 4.9.09/CParish/P C	The definition loses its meaning if extended to the majority of tenants in a center or a stand-alone big box. Do they need to be treated differently? This response will be coordinated with the issue of requiring a 2-story minimum height. Recommended Definition revision: "Anchor stores are larger stores (usually a well-known chain store) in a mall or shopping center, and are used to entice consumers to visit the center or mall, and possibly continue to shop at the smaller stores in the complex after visiting the anchor store. Stand-alone big box, banks or restaurants are not considered anchor stores."
	<i>Drive up accessory uses should be allowed when they are behind a bldg away from street frontage, and stacking is on private property.</i>	3.26.09 & Ex. 21/ 6.11.09/Hancock/ Segale	Drive up uses are not permitted in the TOD, Pond & RC districts because they conflict with goals of increasing pedestrian orientation, and instead promote auto traffic. These types of uses are permitted in the CC and WP districts, and in limited locations along W Valley Hwy.
24	The interior ceiling height for a store should be left to the tenant to decide (not specify 15' min). The goal for a higher 1st floor ceiling can be achieved by the 18' floor to floor requirement in the plan. pg 24. Don't need to specify a minimum/maximum ceiling height for retail uses - let developers determine.	3.26.09 & Ex. 21/ 6.11.09/ Hancock/Segale 5.14.09/GMalina/ PC	The minimum ceiling height applies only to ground floors anticipating retail uses in new developments (existing bldgs are not required to meet this standard). At the ground floor, ceiling heights are a critical part of making a retail space inviting and what makes a building feel comfortable for peds on the sidewalk next to it. Note that gr-floor retail space may be occupied by other uses initially, but will be available for retail uses in the future when there is demand. Minimum ceiling heights ensure that gr-floor space will meet the needs of future retailers, and provide flexibility for reuse of buildings. This response will be coordinated with the issue of requiring a 2-story minimum height.
	<i>Remove condition on grocery store requiring 100 du</i> . Housing above uses is good - provides patrons - but shouldn't require. Developer may choose to provide anyway. <i>Provide more incentives to attract one.</i>	Hancock/Segale/ 3.26.09 & Ex. 21/ 6.11.09 3.26.09/Mall 4.9.09/AEkberg/P C	Most likely Recommendation: remove the requirement for 100 du with a grocery store in RC district. As part of ECONW analysis: find out what incentives, if any, can be offered to attract a grocery store & have mixed use above.
	P 25 & 31. Corner store location criteria. When a corner store is located in a larger building that extends down the street, where do the corner store criteria end, and the normal bldg requirements begin?	Ex. 21/ 6.11.09/Hancock/ Segale	Corner stores are typically integrated into a larger building, for example, an office or residential. The criteria relate to the size, composition & parking requirements of the uses within the corner store. Scale, form and other regulations contain in the plan still apply to the entire building.
	<i>Make nightclubs a conditional use in residential areas.</i>	Hancock/Segale/ 3.26.09	Nightclubs are already not permitted in the residential areas of the SC area (the TOD neighborhoods). They are a permitted use in the Regional Center & Pond Districts, where they can contribute to the night life and entertainment uses.
	1 What is the difference between Veterinary Clinic & Animal kennels and Shelters? If none, why are they regulated differently?	LPeterson/PC (comment submitted in email to staff).	Kennel: a place where 4 or more dogs or cats or any combination are kept. Vet Clinics allow temporary <u>indoor</u> boarding, and are treated more like an office-type use. Recommendation: No change.
	2 Does "vehicle" include boats, planes, trailer, snowmobile, motorcycle, etc? (C5)	LPeterson/PC (comment submitted in email to staff).	No. City definition includes "mechanical devices capable of movement by means of wheels, skids or runners of any kind...". Based on this, boats would not be included.
	3 <u>Is vehicle storage OK if within an enclosed space with a presentable façade that meets frontage requirements?</u> (C5)Assume the focus of C5 is "external" open yard storage. Also assumes huge indoor showrooms are not conducive/consistent with TUC goals.	LPeterson/PC (comment submitted in email to staff).	No. Showrooms are permitted. C5 condition excludes vehicle storage or maintenance lots, whether in a building or in an outdoor surface lot. If in a building, it functions as a warehouse, and is not pedestrian oriented Recommendation: No change.
	4 (c6 as applied to vehicle rental or sales). Do large luxury RVs require commercial drivers license, and if so should they be allowed in WP district?	LPeterson/PC (comment submitted in email to staff).	Recreational vehicle (RV) operators do not require a commercial drivers license when driving an RV for non-commercial purposes.

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	5 Is C9 redundant of C5?	LPeterson/PC (comment submitted in email to staff).	No - it is a different way of expressing it. C9 requires uses to be enclosed in bldg. C5 excludes specific uses.
	6 Is outdoor seating/dining & external displays allowed? Should be encouraged to provide sidewalk level activity.	LPeterson/PC (comment submitted in email to staff).	Yes, public frontage types (urban corridor & urban waterfront corridor) include a pedestrian zone wide enough to provide ample room for activities such as outdoor dining, kiosks, food carts, flower stalls. Shopfront private frontage type contains provisions for setbacks in facade for restaurant dining.
	Can you allow big box uses in the northern part of the TUC if the outside is designed "pedestrian friendly" (modulated, no blank walls)?	LPeterson/PC (comment submitted in email to staff).	Yes, provided it meets all use, scale, form, architectural & other requirements. Can also use "liner" stores along street front.
	Chart - Convention center. Consider allowing at ground level if lined with retail/active uses along sidewalks.	4.9.09/CParish/PC	Convention/exhibition facilities would be active uses if they were required to have retail/active uses as a "liner" along sidewalks in the Regional Center. Recommendation: revise to allow on ground level if lined with retail/active uses at sidewalk.
	Eating & drinking establishments. Clarify definition on page 24 to clarify/differentiate between restaurants with bars, and drinking establishments.	4.9.09/AEkberg/PC	Recommendation: Add to 18.28.021.1.b the following: " i) Eating establishments, including restaurants and brewpubs; also cocktail lounges in conjunction with a restaurant; ii) Drinking establishments, including bars, cocktail lounges and nightclubs.
	Chart - gas stations. Plan proposes allowing only 1 station in the TOD station district (along the east side of W VH). Consider allowing more to foster competition.	4.9.09/AEkberg/PC	Intent was to keep existing station; discourage additional non-pedestrian oriented uses in TOD station district. Recommendation: No change.
	chart - Post office. Permitted in all districts except WP. Should permitting them in WP be considered?	4.9.09/CParish/PC	Actually, the chart lists POs as permitted in WP, but not in CC. POs act more as a business and personal service, and are an excellent street level activity generator. As such, their location is really more appropriately limited to the northern part of the urban center. Recommendation: Remove as a permitted use in CC as well as WP.
	With regard to housing in this area, do you have a recommendation for the balance between rental and owner occupied units? How about recommendations for the balance of unit sizes to account for family size, socioeconomic level, age, etc?	3.11.09/LPeterson/PC	The plan does not distinguish between the different varieties of multi-family housing, the market would decide what is built.
	Any thoughts on what part senior housing would play in this area? Further, what about assisted living facilities?	3.11.09/LPeterson/PC	The plan does not distinguish between the different varieties of multi-family housing, the market would decide what is built. Nursing homes for more than 12 patients would not be allowed.
	If we don't already restrict the sales of products such as "fortified wines" (see this related Seattle website -- http://www.cityofseattle.net/BArthur/PCN/public_safety_AIA.htm), should we in the TUC?	3.11.09/LPeterson/PC	Tukwila does not have an alcohol impact area like Seattle. If the sales of this type of alcohol became a concern it would be addressed through the State Liquor Control Board rather than the Tukwila Zoning Code.
	Does "residential care facility" include nursing facility?	4.9.09/AEkberg/PC	No, convalescent and nursing homes are not permitted uses in the urban center.
	Property directly east of Wig development should be designated as "Commercial Corridor.	5.14.09/GMalina/PC	Property is currently zoned Pond District. Major differences: under CC, residential, anchors, drinking establishments, & some cultural and educational uses would not be permitted. Commercial services, such as repair shops, gas stations, kennels, and commercial parking would be permitted. Also, it is located far away from SC Pkwy, the main thoroughfare for the commercial services & regional-serving retail. Based on past discussions with property owner, staff kept district the same anticipating the entire area between the Pond & Minkler would redevelop at the same time. Recommendation: no change.
	Use Map. Transit station site boundary is located incorrectly - shouldn't include UP ROW & area west of that. Also, should we shade the existing UP ROW white, or keep in TOD Station in the hopes that someday it will be relocated?	Staff	Will be revised in next version of the Public Review Draft and coordinated with on-going developments/discussion with Sound Transit and the design of the permanent commuter rail station.
	Grocery stores - what incentives can be used to get one to locate in SC area?	5.21.09/AEkberg/PC	Grocery stores typically look at demographics - how many people/disposable income within a certain radius of store? How many minutes does it take to drive there during peak hrs?
	Can you build a grocery store and/or pharmacy so that upper story uses can be added at a later date?	5.21.09/LPeterson/PC & AEkberg/PC	Bob Benedicto, Building Inspector gives this perspective on building residential above a grocery store at a later date. In this case the implications would be that all utilities would have to be sized to accommodate the residential occupancy, a provision for a future elevator would have to be part of the grocery store structure. The roof of the grocery store would have to provide a 2 or 3 hour fire resistive separation and include the structural requirements for the future construction. The roofing that will have to be installed and subsequently removed and discarded when the future development commences. All this extra cost would have to be absorbed and paid for by the grocery store revenues. A developer would be looking at \$120 to \$235 /SF of gross floor area for the multifamily residential structure, and \$70 to \$120./SF of gross floor area for the grocery store. This is assuming a separate at grade parking lot.
	What are the businesses that will spur housing, and what incentives can the City provide to get them to locate here?	5.21.09/AEkberg/PC	Will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan).

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	Police are considering a storefront facility on 1st floor of the Mall. Would this be permitted?	5.28.09/GMalina/PC	The proposed Use Standards Chart indicates that Police & Fire Stations are a conditional use in the Regional Center. The actual nature of the facility needs to be determined. Is it a full-blown station? Is it more of an office/service? Office uses in that district located on the OUTSIDE of the mall are only permitted on the upper floors. The intent is that activity generating uses are desired adjacent to the sidewalk. If the facility was located in the interior of the mall, it would not be regulated and it could locate anywhere.
	Cars & safety. Indoor storage better because during earthquakes cars can "hop" around. Good examples of indoor vehicle storage/display in Renton Motorcycle Co, Memory Lane Motors.	LPeterson/PC (comment submitted in email to staff).	Comment noted.
	Do we want to add the following as accessory uses in the retail category? retail display/sidewalk sales (accessory use) street vendors sidewalk cafes	Staff	Recommendation: Yes, add to use chart as accessory uses with standards for their development.
18 18.28.011 Use Standards	<p>1. Add to the end of 18.28.011.1: <u>iii) The TUC Regional Hub—consisting of the Southcenter Mall, which is bounded by Tukwila Parkway to the north, Andover Park West to the east, Strander Boulevard to the south, and Southcenter Parkway to the west— is the economic anchor for the entire Tukwila Urban Center Plan area. Development in this block has unique architectural form and function: pedestrian spaces and shopfronts are provided both inside and outside; patrons visit multiple sites in a single trip; and visitors are offered a variety of retail and dining options within walking distance of one another. The TUC Plan recognizes that the TUC Regional Hub is a distinctive facility important to the continued vibrancy of the TUC Plan Area. Accordingly, certain development standards will not be applied in the Regional Center Hub.</u></p>	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	<p>Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.</p> <p>Note to staff: If suggested revisions are made, would need to add a new district to the Plan, and include a vision in Book 1.</p>
19 18.28.011 Use Standards	1. Change the Chart to add the following references under “Conditions”:	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
	<u>C10: Permitted on ground floor in TUC Regional Hub</u>	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Note that the plan's intent is to regulate the EXTERIOR ground floor uses, not ground floor uses located on the INTERIOR hallways of the mall.
	<u>C11: Permitted outright in TUC Regional Hub</u>		See comments on specific uses below
	<u>C12: Allowed in TUC Regional Hub, if existing prior to adoption of this plan</u>		These existing uses would be grandfathered. Don't need this footnote. Recommendation: No change.
19 18.28.011 Use Standards	2. Change the following Conditions to uses in “Regional Center”:	B.Carson&S.Hamilton/6.11.09	
	· Retail—Pharmacy/Grocery Anchors (over 15k sf): <u>(C2)</u>		Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
	· Retail—Repair Shops (commercial/automotive): <u>(C12)</u>		These existing uses would be grandfathered. Don't need this footnote.
	· Retail—Business & Personal Services—Veterinary Clinic..., and doggy daycare: <u>(C10)</u>		These are not considered pedestrian-oriented, activity generating uses. If the City's intent is to create a vibrant, pedestrian oriented area that extends into the streets of the mall, these uses should not be permitted on the exterior ground floor of the mall. Recommendation: No change.
	· Office—Professional: <u>(C10)</u>		
	· Office—Medical and dental (outpatient only): <u>(C10)</u>		
	· Office—Research: <u>(C10)</u>		
	· Office—Government Services: <u>(C10)</u>		
	· Lodging—Hotel, extended stays...: <u>(C10)</u>		
	· Civic and Institutional—Education & Instructional Facilities: <u>(C10)</u>		
	· Civic and Institutional—Convention/Exhibition Facilities: <u>(C10)</u>		
	· Civic and Institutional—Religious Institutions: <u>(C10)</u>		A fire/police station, because of noise, traffic and 24-hr activity, should be a conditional use. A fire/police neighborhood service center that is more of an office use is currently permitted outright on the upper exterior floors of the mall.
	· Civic and Institutional—Fire and Police Stations: <u>(C11)</u>		
	· Civic and Institutional—Daycare Center: <u>(C10)</u>		These are not considered pedestrian-oriented, activity generating uses. If the City's intent is to create a vibrant, pedestrian oriented area that extends into the streets of the mall, these uses should not be permitted on the exterior ground floor of the mall. Recommendation: No change.
	· Residential—Multifamily: <u>(C10)</u>		
	· Residential—Attached Single Family: <u>(C10)</u>		
	· Special Use Configuration—Drive-in or Drive-thru...: <u>(C12)</u>		These existing uses would be grandfathered. Don't need this footnote. Recommendation: No change.
19 18.28.011 Use Standards	3. Change this section:	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	
	Notes		
	<u>N1:</u> Other uses not specifically listed in this Title are permitted should the Director determine them to be:		
	a) similar in nature to and compatible with other uses permitted outright within a District; and		
	b) consistent with the stated purpose of a district; and		
	c) consistent with the policies of the Tukwila Urban Center Plan		

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	<u>N2: Uses located within the TUC Regional Hub, which are accessed only via the interior pedestrian walkways of the mall are not subject to this Use Standards Chart.</u>		Interior uses accessed off interior hallways within ALL shopping centers, office buildings and mixed use buildings and not visible from the public realm are exempt from the standard specifying 'UPPER floors only' location requirement. They must, however, comply with the list of permitted uses within a specific use zone.
	<u>N3: Accessory uses such as lobbies or common areas for multifamily developments or lodging establishments are allowed on the ground floor</u>		They should be, so this should be clarified in the next draft of the plan. Recommendation: Clarify this in the plan.
Scale Standards			
21 Scale Standards Chart	1. Change “Legend” as follows:	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	
	(A1) 1 floor & 25 ft (only for anchor <u>or in TUC Regional Hub</u>)		Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
	(A3) <u>Except in the TUC Regional Hub,</u> Ffloors above 12 must be residential uses or housing, or, residential uses or housing equal in area to the total non-residential square footage on floors 13 through 18 must be constructed in the Urban Core or General Urban zones. If affordable or senior housing is constructed, the required area may be reduced by up to 1/3 by the DCD Director as a special permission decision.		This incentive was specifically crafted to address the potential for high rise uses within the Regional Center District. Once ECONW has completed the market analysis & feasibility study, a determination will be made on how to address this comment. However, if it is removed from the mall, we do not anticipate this incentive applying elsewhere in the urban center and heights would be limited to 12 floors.
	<u>(A4) Does not apply in TUC Regional Hub</u>		(Note: A4 excludes the mall from the maximum tower bulk and maximum block size - provision of new streets requirements.)
21	2. Change references to the following Regulations under “Urban Core Standards”:	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	
	· 18.28.031 Building Height—Minimum Height: 2 floors <u>& or</u> 25ft (A1) min		The intent of the minimum height standard was, as redevelopment & new construction occurs, to get the types of density needed to support transit services. Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
	· 18.28.032 Special Height Limits—TUC Blvd Edge (within 65 feet): 4 floors and 54 ft max 6 floors and 84 ft max		Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
	· 18.28.033 Maximum Tower Bulk—Maximum Diagonal: <u>A4</u>		Using maximum tower bulk is a way of mitigating the impacts of a higher rise building on sunlight, views & the built form. The Urban Core district permits buildings up to 18 stories around the mall. Is the mall's concern that if the standard had been applied, the movie theater would not have been built? If so, the theater is already in place. Subsequent high rise buildings would have to comply. Perhaps there is another way to address their concerns.
	· 18.28.034 Maximum Block Size—Provision of New Streets: <u>A4</u>		Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
Height			
	Maximum heights within SMP & SCP conflict. Within river buffer, 15' height applies; outside 45' (SMP). Within 0-125' of OHWM, 15' max applies; outside 45'.	Ex. 4/ 4.23.09/Michaelis/Barnaby's	Basically, the intent is the same. Recommendation: To clarify the intent of the SC Plan, revise to state " 1) within the river buffer as defined by the SMP (maximum 125' of OHWM); and 2) between the river buffer and 200' of OHWM.
	Height Limitations are inconsistent with SMP. <i>P21, scale standards chart, 18.28.032 special height limits urban river edge, and P. 26 Section 5) Urban River Edge Limit, substitute the term "River Buffer" for 125'. A property owner may reduce the buffer if riverbank is sloped to a 2.5:1 slope. The term River Buffer is used in the SMP to mean the established buffer whether it is 100' or reduced through grade changes.</i>	Ex. 18/ 6.11.09/Michaelis/Barnaby's	
	Height limits are reasonable and the reconnection of the street grid will lead to more walkable neighborhoods as the area redevelops. Height limits make sense: higher in areas planned for more intensive development, stepping down in neighborhoods.	4.23.09 & Ex. 11/ 6.3.09/ Cascade Land Conservancy	Commenter supportive of proposed regs
	Property (Residence Inn) is subject to 3 different scale standards district (river, TUC Blvd edge & general urban). However, nearly the entire property is also subject to SMP 15' limitation within 125' of river's edge. This effectively eliminates the current use of property & future redevelopment.	Ex. 15/ 6.11.09/ C.Maduell/Residence Inn	The scale standards regulate height and do not eliminate future redevelopment. The allowable heights are higher than the existing structure. The current use is a permitted use under the proposed plan. The draft plan cannot address the SMP river buffer setback issue.
	Pond District. The plan may be forcing mixed use developments in the Pond District by requiring multi story buildings with a minimum height for every building in the Pond District:	Ex. 12/ 6.9.09/Wig	The requirement for 2 story minimum height is intended to take advantage of the opportunity to develop more urban forms of mixed use at the time when a property owner chooses to redevelop <i>and</i> the market is supportive of this type of development.
	If office/residential uses are above retail, one would need to first construct first floor retail on piles and structural slab (thereby costing more \$\$ up front) and later add upper floors for office/residential when the market is ready for such uses. <i>So one change you may consider is that not all buildings are required to be multistory in the "initial development" as the market for office/residential on upper floors may not be ripe when retail is.</i>	Ex. 12/ 6.9.09/Wig	While this sounds like a feasible solution, according to the City's Building Official, not many developers are willing to invest \$\$ in the required structural components without knowing that the 2nd story is something the market will support in the short term. Therefore unless the initial extra investment is required by the plan, the chances of this happening is slim.
	If each use is in separate buildings, property owners will need to allocate land for each use.This can be costly due to the land carry cost if residential and office markets are not ready when retail is. In this case retail will need to be along the main arteries in one story buildings and multi story office/residential buildings in the back around the pond. <i>So another change you may consider is to require multistory buildings only next to the pond and not elsewhere on the property.</i> piles may be required for multistory buildings.	Ex. 12/ 6.9.09/Wig	Response will be coordinated with ECONW's economic feasibility analysis of development prototypes.

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	Scale standards chart, pg 21. Delete minimum 2 story requirement, and leave 25' minimum for ALL development, not just anchors.	3.26.09 & Ex. 21/6.11.09/ Hancock/Segale Mall/3.26.09	Response will be coordinated with ECONW's economic feasibility analysis of development prototypes.
	minimum 2 story height requirement is too onerous. Cheesecake & banks wouldn't have happened. In THIS market, 2nd floor rental rates can't support structured parking costs.		
	Target corporation does have certain flexibilities to design building to meet the site (when asked about 2 story development)	Target/4.23.09	Comment noted. Urban Land Magazine (ULI) states that "... compact urban retail formats by WalMart, Target, and Home Depot, are a promising indication that even the big guns are recognizing both the market for and the benefits of urbanism." (June 2009). Target also mentioned that they needed to see heavy foot traffic before approving a 2 story format.
	1 <u>Should scale regs apply to public civil engineering structures, e.g. Strander overpass?</u> Visual/physical mass can create access barriers to adjacent properties. Should other options be developed or should bridge be relocated?	LPeterson/PC (comment submitted in email to staff).	In the past we have said that zoning standards (height, setbacks etc.) do not apply to structures in the right-of-way. Generally those standards are not written to allow for the location and functional requirements of infrastructure.
	2 Why is a height limitation applied to TUC Blvd edge, and why are the setback & height limits appropriate values?	LPeterson/PC (comment submitted in email to staff).	Given the width of the streets and the permitted maximum building heights, the consultants recommended a step back in height so that as one travels/walks down the street, it does not feel like a "canyon" and instead, like a grand boulevard.
	3 Are the special height restrictions in 18.28.012 for the area around the River consistent with the SMP? Including the "one story increase exception"?	LPeterson/PC (comment submitted in email to staff).	The plan defers to the proposed provisions of the SMP, including those related to height.
	4 <u>Does the plan protect views?</u> Specific concern re: views of Mt Rainier from Wfield Mall food court. Is city obliged to protect these views by limiting height? Does plan protect views residential views of river from houses on the hill west of I-5?	LPeterson/PC (comment submitted in email to staff).	Tukwila does not have any view protection requirements other than the state mandated protection of views from single family residences to shorelines of the state.
	Scale standards chart. Pg 21. Suburban max block size - should this be larger than 2500'? Or, maybe not have a max block size but instead prelocate all streets in WP & CC districts?	Staff	Will be considered as part of next revision.
	Maximum parcel perimeter size should be Maximum Block Size. Change throughout document.	Staff	Will be revised in next version of the Public Review Draft
Maximum Block Size			
	Max block size & new street requirements would take away from parking. Would need to increase size of parking structure, which increases cost. Existing agreements with tenants would necessitate additional parking, additional cost.	Mall/3.26.09	Comment noted. Policy decision
Form map & Standards Chart			
22 18.23.013 Form Map	1. Change Form Map as shown in attached figure, changes include:	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	
	· Change all corridor types bordering the TUC Regional Hub to "Commercial Corridor"		Changing the corridor designation to 'commercial corridor' would benefit the mall by not requiring new construction to be located at the back of sidewalk. Instead, parking could be located between the sidewalk and the building. The Mall could in the future transition to more of an urban environment when conditions were 'right'. However, the commercial corridor cross-section requires only a 6' sidewalk vs the 8' sidewalk required by the TUC Blvd cross-section. These sidewalks will be serving pedestrians at the transit center and along Strander Blvd.
	· Remove all Special Corner Locations at the TUC Regional Hub		Instead of removing the 'special corner locations' required designation, staff will explore revising the standard so that it both works for the Mall and achieves the City's vision.
	· Remove all "Shopfront Required" designations along Andover Park West and Strander Blvd		Instead of removing the shopfront required designation, staff will explore revising the standard so that it both works for the Mall and achieves the City's vision.
	· Remove all pre-located streets from TUC Regional Hub		The pre-located streets identified in the plan for the area including the mall are based on & support the existing circulation pattern in place in the mall.
22	2. Fix typo in Form Map Legend—Special Corner Location: Special Corner Location (Section 18.28.044 07)	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Will be revised in next version of the Public Review Draft
22	<i>Fig 18.28.013 form map. Remove the Urban Waterfront Corridor designation from the Barnaby property. Requirement for a Riverwalk is burdensome on this property and its use would be limited. Riverwalk requirement on east side should be applied north of Strander, with the route then crossing the river and continuing on west side; otherwise, riverwalk would dead end on these properties.</i>	Ex. 18/ 6.11.09/Michaelis/Barnaby's	Recommendation: make suggested revisions. Remove Urban Waterfront corridor designation from Barnaby property.Replace it with Natural Waterfront corridor designation which does not require construction of a Riverwalk.
23 Form Standards Chart		Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	
	1. Suggestion: add a citation number to Form Standards Chart		Will be revised in next version of the Public Review Draft
23	2. Edit Chart to add the following references under "Conditions":	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	
	<u>C6: Does not apply in TUC Regional Hub</u>		(Note: Refers to public frontage improvements)
	<u>C7: Does not apply in TUC Regional Hub, except for buildings within 15 feet of a public right-of-way.</u>		The implication of this note and how it is applied is that all buildings located along the back of sidewalk on Tuk Pkwy, Strander, APW, etc, are <u>permitted but not required</u> to comply with standards IF the corridor designation is changed from Blvd Corridor to Commercial Corridor.
23	3. Add the new references to the following Regulations under "Commercial Corridor Standards":	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	
	· 18.28.042 Public Frontage Improvements, required or not required: <u>C6</u>		Recommendation: do not make the suggested change. Otherwise the City will not see any public frontage/sidewalk improvements along the mall's property.
	· 18.28.046.9 Private Frontage Types, a) shop-front: <u>C7</u>		If the corridor designation is changed to CC, and C7 is applied, then this allows the mall to be exempt from public frontage

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	· 18.28.046.9 Private Frontage Types, b) corner entry: C7		then this allows the mall to be exempt from any private frontage type requirements.
	· 18.28.046.9 Private Frontage Types, c) Grand Entry: C7		
	· 18.28.046.102.2 Building Length Massing: C7		This allows the mall to be exempt from any building length massing standards which are intended to mitigate the visual affects of a long, bulky building.
	4. General Comment: Westfield has requested all corridor types abutting the TUC Regional Hub be changed to “Commercial Corridor” and all Special Corner Locations be removed. Westfield is not commenting specifically on the “TUC Boulevard” corridor standards or the Special Corner Locations standards at this time, but will provide detailed comments on these standards if future drafts of this TUC Plan make the TUC Regional Hub subject to TUC Boulevard corridor requirements or Special Corner Locations.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Comment noted.
	Property (Residence Inn) is subject to 3 different corridor standards (waterfront, TUC Blvd & Commercial Corridor). The form regs for these corridor types are myriad and unduly onerous.	Ex. 11/ 6.11.09/C.Maduel/Residence Inn	Comment noted. Many properties in the urban center are subject to multiple corridor standards. Comment does not provide specific details as to what makes the standards unduly onerous.
	Legend references. Build to corner should be 18.28.046. Special corner location should be 18.28.047.	Staff	Will be revised in next version of the Public Review Draft
	Legend, pg 23. L1: line width should be the same as for C5.	Staff	Will be revised in next version of the Public Review Draft
	Corridor Type colors on Chart: Secondary City should better match color on map. Natural River Corridor should be light blue instead of green.	Staff	Will be revised in next version of the Public Review Draft
	Chart. Urban waterfront, private frontage type, shopfront. Indicates Shopfront required (L1). L1 is shown as black line, but this line is not indicated along or near the riverfront on the Form Map. Where does this apply?	Staff	Will be revised in next version of the Public Review Draft
	(Chart or Text?) Want a reference in the Natural River Corridor standards, Architectural Design Regs, that the regs of the Shoreline Master Plan apply along this corridor.	4.9.09/GMalina/PC	This is already provided on page 14, #10) Shoreline Master Program.
Use Definitions			
24 18.28.021 Use Category Definitions	1. 18.28.021 Use Category Definitions, (1) Retail Change this sentence: i) Definitions (1) Anchor: A large store that generates a significant number pedestrian traffic and that increases the traffic of shoppers at or near its location. Consumers, attracted by the anchor store, are likely to visit the location, and thus nearby stores' sales and profits are increased by the presence of the anchor.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	We would need to explore the effect of creating different standards for all large stores.
	2. 18.28.021Use Category Definitions, (1) Retail—Change this sentence: ii) Special Conditions (i) Minimum interior height for ground level retail of all types is 15 feet from floor to dropped ceiling, and 18 feet from floor to floor plate and the structural ceiling may be no lower than 15 feet . Use conversions in an existing building are not required to meet this requirement.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	The intent of this regulation is to create spaces that are marketable for retail uses. The Building Official recommends a minimum 15' from floor to dropped ceiling. Recommendation: Accept proposed change.
26 18.28.030 Scale Regulation s	1. To 18.28.032 Special Height Limits, amend the sentence as follows: 2) TUC Boulevard Edge Limit i) This Special Height limit applies to all development located within 65 feet of the back-of-sidewalk indicated on Figure 18.28.012 Scale Map, with exceptions noted .	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	(Note: mall is requesting a greater number of floors within 65' of the corridor than is proposed by the draft plan.) Once ECONW has completed the market analysis & feasibility studies, a determination will be made on how to address this comment.
27 18.28.035 Permitted Corridor Types...	1. Comment: please add a definition of “New Streets” to clarify that these are not necessarily public streets and can be converted from existing drive aisles.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	18.28.051.2.c.ii. Already states that new streets can be public or private. Stating that they can be converted from existing drive aisles is not required.
Building Orientation			
	P23, form standards chart, 18.28.041building orientation. Chart currently requires that any building on the property be oriented towards both Strander & the River. This creates hardship on the property. <i>Recommend that new buildings be required to front either Blvd Corridors or the Waterfront Corridor, but not both.</i>	Ex. 18/ 6.11.09/Michaelis/Barnaby's	This provision is already in place in 18.28.041.3.i, Corner Parcels - buildings on corner parcels shall have an entrance oriented towards at least <u>one street to be determined by the developer</u> .
Public Frontage Improvements			
	street furniture. Should be designed to deter loitering. Do plan need to address "free running"? (prohibit free running?)	LPeterson/PC (comment submitted in email to staff).	No. Free runners love to jump over all obstacles, the more the better!
	If we are going to allow patterns and mixes of material on sidewalks, wants it to not look like somebody got tired of maintaining a narrow landscaping strip and filled it in with asphalt. An example can be seen while driving north on Andover Park East as you approach Minkler Blvd, the property southeast of this intersection appears to have done this.	LPeterson/PC (comment submitted in email to staff).	Need to do field visit to understand concern
	There is mention of single species of trees in 18.28.042.4 (subsection A.iii.2 is typical). Previously, a planner mentioned that we were <u>moving away from blocks of single species trees</u> , because if a disease/insect threat to that species hit a block, all the trees could be lost. <u>What is the direction on street trees?</u>	LPeterson/PC (comment submitted in email to staff).	This will be revised in the next draft of the Plan, and coordinated with the development of a new street tree plan. It makes sense to limit to 2 or 3 choices of trees.
	Why are public frontage requirements duplicated in 18.28.052.3 versus just referencing the existing ones in 18.28.042.4?	LPeterson/PC (comment submitted in email to staff).	18.28.042.4 depict public frontage standards (sidewalks & planting strip only) for existing streets. 18.28.052.3 depicts the entire street cross-section for new streets. We felt it was cleaner to keep these separate.
	In the sections of 18.28.042.4 (subsection C.iii.3 is typical) that require continuous landscaping strips, how does one get from the "landing zone" to the "sidewalk"? Is the landscaping grass -or- shrubs with stepping stones -or- ?	LPeterson/PC (comment submitted in email to staff).	Continuous landscape strips are required only where there is NO on-street parking, so peds shouldn't have to cross.

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	Primary & secondary city corridor public frontage type. X-section for Improvements along Tukwila Pond needs to show curb edge, like the others do.	Staff	Will be revised in next version of the Public Review Draft
29, 30 18.28.042.4 Public Frontage Types	1. General Comments for Urban Corridor and Commercial Corridor Types: Tree spacing could interfere with tenant visibility and a more flexible requirement that results in the same ultimate number of trees would be preferable. Light fixture heights will need to be carefully coordinated with available fixtures, spacing and height. The prescribed heights may result in undesirable, unintended consequences. A performance standard rather than a prescriptive standard would be more appropriate.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	The language gives only a maximum tree spacing, so some flexibility in location is allowed. The light fixture spacing is listed as a performance standard to meet desired lighting levels.
Private Frontage			
	Chart. Private frontage types. Front door - why include if it doesn't apply in any corridor type?	Staff	Will be addressed in next revision.
	Is there a max depth to a Forecourt (18.28.043.9.E)?	LPeterson/PC (comment submitted in email to staff).	None is specified.
	With regard to 18.28.043.9.A, could you <u>provide photo samples</u> of the 80%, 70% and 50% to get an idea about how much product a store keeper can display. Just beyond the 3 feet from the glass limit, can they construct a solid wall (either wall to ceiling or half wall to keep patrons from disturbing product display)? Can they have animation (could be a small models with moving parts or something like a model train layout in a hobby store) or video displays within the 3 feet?	LPeterson/PC (comment submitted in email to staff).	Staff will provide photos or diagrams during the next review cycle. Walls are allowed behind display windows. The issue seems to be are these considered signs, and if so, are they permitted? Animated signs are currently under moratorium until the sign code is adopted. The new sign code will address these issues.
	Most of the plan views in 18.28.043.9 happen to show swing type doors swinging inward. Didn't see anything in 18.28.103 that prohibits outward swinging doors, revolving doors, or automated sliding doors. Would we want to keep doors from swinging out into sidewalk area? Are sliding doors appropriate near corridor sidewalks (probably okay where shopping carts used for ease of getting cart through door to car)?	LPeterson/PC (comment submitted in email to staff).	The plan does not regulate which way doors open or operate.
31 18.28.043 Private Frontage Types	1. Regarding (7) Weather Protection, change this sentence: ii) Weather protection shall create a covered pedestrian space a minimum of 5 feet in depth, with an overhead clearance between 8 and 12 feet, <u>unless otherwise allowed</u> . See Section 18.28.103...	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Mall wants up to 16' overhead clearance vs 8-12'. City would like to see a more pedestrian-oriented (lower heights) weather protection at the back of sidewalks. If staff revises the "shopfront" private frontage type to reflect more of the typical 'mall style frontages', then maybe a different weather protection height may make sense.
32 18.28.043.9 Private Frontage Types	1. Under (A) Shopfront, change this paragraph:...Shopfront and awning design should vary from shopfront to shopfront, <u>but a single building may have a uniform design theme</u> (see Section 18.28.043.7 Weather Protection for additional standards and guidelines on awnings and canopies). Shopfronts are built up to the back of the public sidewalk, and any setback areas must be treated as extensions of the sidewalk space. Recessed entrances are permitted with a maximum width of 15 feet. Restaurant shopfronts may set back a portion of the shopfront façade to create a colonnaded outdoor dining alcove that is a maximum of 12 feet deep. The set back portion of <u>the</u> façade that is oriented toward the street must have display windows. The alcove must also have columns along the sidewalk at a maximum spacing of 15 feet on center. <u>In the TUC Regional Hub, the maximum depth of a dining alcove may exceed 12 feet and the maximum spacing of the alcove columns may exceed 15 feet, as long as the design meets the intent of this section.</u>	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Recommendation: revise the draft plan as proposed. Staff agrees with the intent of this comment and will explore the best way of addressing the concern. The decision on the TUC Regional Hub as a district will be made once ECONW's studies are completed.
33 18.28.043.9 Private Frontage Types	1. Under (C) Arcade, add the following text to the end of the paragraph: <u>In the TUC Regional Hub the minimum depth and maximum spacing of columns may exceed these standards, as long as the design creates a pedestrian scale with a defined covered area.</u>	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Staff agrees with the intent of this comment and will explore the best way of addressing the concern. The decision on the TUC Regional Hub as a district will be made once ECONW's studies are completed.
36 18.28.044 Setbacks	1. Under Front Yard Setback, amend the sentence as follows: b) Regulation i) All development shall be sited such that minimum and, <u>if applicable,</u> maximum Front Yard Setback dimensions are met.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Comment needs clarification.
	2. Under Side Yard Setback, add the following text: a) Definition i) Side Yard Setback is defined as the distance from the side property line to any building as shown in Figure 18.28.044.2 Side Yard Setback. <u>There are no Side Yard Setbacks for interior lot lines of a binding site plan.</u>	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	This is already set forth in the thresholds for conformance section. Binding site plans apply landscape and setback standards to the site as a whole so the change is not necessary, see 17.16.010. Recommendation: do not make this change.
	3. Under Rear Yard Setback, add the following text: a) Definition i) Rear Yard Setback is defined as the distance from the rear property line to any building as shown in Figure 18.28.044.3 Rear Yard Setback. <u>There are no Side Yard Setbacks for interior lot lines of a binding site plan.</u>	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	This is already set forth in the thresholds for conformance section. Binding site plans apply landscape and setback standards to the site as a whole so the change is not necessary 17.16.010. Recommendation: do not make this change.
Build to corner & Special Corner Location			
	1 Why have this requirement at SE corner of APE & Tuk Pkwy if goal is to have buildings fronting street on River side of parcel?	LPeterson/PC (comment submitted in email to staff).	This is an important corner - a gateway into urban center. Building to the back of sidewalk is required on both APE & Christensen. Recommendation: No change.
37 18.28.047 Special Corner Location	1. Under Special Corner Location “Regulation,” fix the typo: i) Development at Special Corner Locations shall include buildings that satisfy Section 18.28.049. <u>6</u> Build to Corner Requirements.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	The correct reference will be provided in the revised draft.
Maximum Building Length			
	Book II, Page 38, Maximum Building Length, I did not see a reference to maximum building length allowed. Is one to assume that we could have a building a full block long? Would this be the proposed blocks or the existing super blocks?	Ex. 6/ 5.28.09/D.Tomaso	Page 38 defines max bldg length. The form standards chart on page 23 is the quick & easy way to determine max bldg length for bldgs along a specific corridor.

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	Chart. TUC Blvd: Max building length (300') inconsistent with Max tenant length (320', pg 32).	Staff	Will be revised in next draft.
New Streets			
	Is a street going in along the south side of the pond as part of the city's plan to break up super blocks? The public frontage for along the park (18.28.042.4.B - see Tuk Pond Frontage diagram/illustration p. 29) shows no curb, while in 18.28.052.3.B (Pond Street diagram p. 40) it shows a curb, which is further confused by note L3 on page 23 (Form Standards Chart).	LPeterson/PC (comment submitted in email to staff).	Incorrect in SCP. Should be configured as the following: N side - 6' sidewalk adjacent to pond boardwalk. S side - 15' sidewalk, including tree wells at curb. Parallel parking on south side only. Will be revised in next version of the Public Review Draft
	New street requirements are very specific. Has PW reviewed?	5.14.09/BArthur/P C	Yes, PW controls streets, are is OK with 11' lanes, on-street parking as set forth in the Plan.
41	Sub-urban street, i.1. What does a secondary street for "internal" circulation mean? For internal parcel, or as internal to the WP district?	5.14.09/?	Recommendation: Delete the phrase "for internal circulation". Sub-urban streets are intended to break up the blocks in the WP district.
	Cross section for Pond Street (p. 40) is not correct for the new S. 168th St. Need a new x-section.	Staff	Incorrect in SCP. Should be configured as the following: N side - 6' sidewalk adjacent to pond boardwalk. S side - 15' sidewalk, including tree wells at curb. Parallel parking on south side only. Will be revised in next version of the Public Review Draft
	Urban street. A.iii.3. Incorrect dimension. Change 25 to 24 sf in size.	Staff	Will be revised in next version of the Public Review Draft
	Existing cross sections for new streets don't include bike lanes. Is on-street parking lost? Developer will see this and not plan for it - may not see reference to Walk & Roll plan until too late. <u>How can this be addressed?</u>	5.14.09/CParish/PC	Once the Walk & Roll plan has been finalized, update the new street xsections to include bike lanes, where applicable. Will be revised in next version of the Public Review Draft
39-42 18.28.050 Street Regulation s	General Comment: Westfield has requested all pre-located New Streets to be removed from the TUC Regional Hub. Westfield is not commenting specifically on the New Street Types at this time, but if future drafts of this TUC Plan make the TUC Regional Hub subject to New Streets requirements, Westfield will provide detailed comments at that time.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Comment noted.
Open Space			
	Supports expanded riverwalk and the development of Tukwila Pond. It is important to add parks, open spaces and pedestrian friendly routes to make Tukwila a more livable community.	6.1.09/B.Fletcher/Parks Dept	Supportive of open space concepts.
	Feels that, with 25 acres (6 acres land, 19 water), more park land is required for Tukwila Pond Park.	6.1.09/B.Fletcher/Parks Dept	Future redevelopment around the pond may contribute public spaces that could connect to Tukwila Pond Park.
	The SC area (1000 acres) looks very "grey (concrete) with very little green." Parks Dept plans to collect park impact fees to acquire and develop SC area parks, gathering places and open space, as referred to in the Tukwila Parks, Recreation and Open Space Plan.	6.1.09/B.Fletcher/Parks Dept	Very little funding from the impact fees is directed towards getting new open space in the urban center.
	As mentioned in Walk & Roll Plan, <i>it is important to add improvements that make the UC more friendly to walkers, runners, rollerbladers and bicyclists. The area currently lacks bike lanes or trail connections for non-motorized users.</i>	6.1.09/B.Fletcher/Parks Dept	Supportive of open space concepts including the Riverwalk and improvements to Tukwila Pond Park, and improved pedestrian facilities/sidewalks.
	Concerned with open space, public access, and landscaping requirements. Each corridor requires dedication & construction of improvements, landscaping, lighting, and street furnishings. Also riverwalk. Raises issues of unlawful & unconstitutional exactions, proportionality, nexus, and impose conditions to "relieve a preexisting deficiency."	Ex. 15/ 6.11.09/C.Maduel/Residence Inn	The City Attorney has previously reviewed and approved these provisions. Landscaping, lighting and open space requirements are required as part of the current TMC when development & redevelopment occur. Dedication of improvements is not required (new streets or public space). Public space & street improvements may be required for expansions, new construction, substantial alterations or an intensification of use.
	1 Central Green in the Power line ROW. <u>Is the city looking to relocate the power lines?</u> They are an eyesore and limit max height & density planned adjacent to station.	LPeterson/PC (comment submitted in email to staff).	It is expensive to relocate/underground high voltage lines and there are no current plans to do so.
	2 Central Green in the Power line ROW. Does it make sense to dilute the density of the TOD area with a central green?	LPeterson/PC (comment submitted in email to staff).	It is one way to make the best of the existing conditions. Also, green spaces are a desired element when increasing the development intensity of an area. Recommendation: No change.
	3 Central Green in the Power line ROW. <u>What is planned for the central green</u> - grass with treed edge or active park features (picnic tables, sports courts, etc). Will the Interurban Trail be integrated with green?	LPeterson/PC (comment submitted in email to staff).	Need to coordinate w/PSE about restrictions.
	4 <u>What are the legal concerns re: providing public access?</u> Concerned about potential for comments from developers similar to those heard during SMP re: plazas & street furniture - creating a park for individuals that may have no connection with the use/purpose of development. Does the TMC Loitering/trespass provisions need to be adjusted to accommodate public access to private property?	LPeterson/PC (comment submitted in email to staff).	The City Attorney has no concerns regarding the providing public access, as called for in the SCP. Compliance with the provision of open space requirements is necessary when there is a significant intensification of a use or premises from new development, redevelopment or a change in use, as determined by the DCD Director. The City Atty also states that the TMC Loitering/trespass provisions do not need adjusting to accommodate public access to private property.
	5 Will property owners would try to challenge open space requirements on the basis that they feel that they are already providing open space via park mitigation fees that the city recently adopted.	LPeterson/PC (comment submitted in email to staff).	As development intensifies, will require some <u>on-site public spaces</u> to mitigate intensification. Open space requirements are currently required only for residential uses.
	Would like provision that gives credit to developments for indoor open space, to count as common pedestrian space (comment made in relation to Mall testimony).	4.23.09LPeterson/PC	Recommendation: Revive to determine what would be an appropriate credit and include it in the next revision of the SCP. Need to define what counts towards meeting this requirement, considering minimum size and type of indoor open spaces - e.g., not including spaces such as hallways to bathrooms, or office building corridors.
	Plan needs to address additional <u>publicly owned open space</u> , not just plazas/hard spaces. Tukwila Pond & Riverwalk may not be enough to serve the anticipated populations/employment in the urban center.	5.21.09/BArthur/P C	Will coordinate with Parks Dept.

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	What is the LOS standard for parks in the urban center, and do we need more publicly owned parks/open space?	5.21.09/LPeterson/PC	Will coordinate with Parks Dept.
43 18.28.060 Open Space Regulations	1. To 18.28.061 Provision of Open Space Chart add the following reference to the Legend: <u>(A1) Does not apply in Tukwila Urban Center Regional Hub</u>	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Removing the requirement completely does not achieve the goal of providing pedestrian space as the area's built environment intensifies. Staff will explore crafting standards that give the Mall credit for certain types of 'interior pedestrian' spaces' provided in the mall.
	2. Add the <u>(A1)</u> reference to “Retail” under “Regional Center”	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	
Landscaping			
	Concerned with open space, public access, and landscaping requirements. Each corridor requires dedication & construction of improvements, landscaping, lighting, and street furnishings. Also riverwalk. Raises issues of unlawful & unconstitutional exactions, proportionality, nexus, and impose conditions to "relieve a preexisting deficiency."	Ex. 15/ 6.11.09/C.Maduell/Residence Inn	Improvements may be required if an expansion is added, new construction, or for a substantial alteration. Compliance with open space requirements would be required when there is a significant intensification of a use or premises from new development, redevelopment, or a change in use (as determined by DCD director).
	Plan is very prescriptive regarding landscaping requirements. Need more flexibility.	Mall/3.26.09	Comment noted. However, the comment does not specifically identify the regs that pose a problem so it is difficult to respond. Requirements are very similar to current landscape requirements in effect since 1999, see TMC 18.52.
46	Landscape Requirements Chart. Use of "optional" is confusing. Does it mean "pick one of the optional" or "possible but not necessary"?		Original document used the term "permitted", which implies the latter definition. Recommend changing back to "permitted".
	Are mini-fences around tree wells on sidewalks, and raised planters on sidewalks permitted?	5.14.09/LPeterson/PC	Public Works response: Raised planters may cause hazard for cars, fences problem for ADA.
	Street tree plan needs to be included as part of the Revised PR Draft. Recommendations for plants inside landscaped tree wells should be included in Revised PR Draft. Don't want just gravel.	5.14.09/CParish/PC	Next revision of the plan will include a street tree plan.
46 18.28.070 Landscaping Regulations	1. Front Yard Setback Area Landscaping Types, Change this sentence: i) Provide paved pedestrian areas along the back-of-sidewalk that enhance/enlarge the public frontage. Landscaping treatment shall consist of: (1) Front setback areas paved as extensions of the public <u>or private</u> sidewalk.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Recommendation: make this change in the revised draft.
Parking			
	<i>Eliminate the minimum parking requirement within 1200 feet of the Sounder station and in the TOD areas, allowing the market to determine how much parking is needed (up to the parking maximum).</i>	Ex. 11/ 6.3.09/Cascade Land Conservancy	Ok for certain uses that would get walk up traffic (small scale retail) but w/out significant on street or public pking would be wary of allowing office or residential to eliminate pking.
	PC could consider: 1. eliminating or reducing minimum parking requirements 2. include more provisions for shared parking	Cascade Land Conservancy/4.23.09	The plan already includes provisions for shared parking. As design review occurs, can also address this on a project by project basis.
	<i>Look for opportunities to encourage shared parking between different uses.</i>	Ex. 11/ 6.3.09/Cascade Land Conservancy	
	Sears sells large appliances - requires customer parking to be located close to store and ability to easily access Sear's merchandise pick-up area.	Ex. 7/ Sears/5.28.09	The plan does not affect the large amount of surface parking and parking structure adjacent to Sears.
	Concentration of street-oriented developments on the TUC Blvds at Mall's borders appear to replace convenient parking and demand construction of additional parking decks.	Ex. 7/ Sears/5.28.09	Because of the mall's existing parking agreements with tenants,if the mall expands in the future, it will most likely displace parking and require structured parking <u>regardless</u> of where the expansion takes place.
	General requirements limit the number of drive entrances and lanes which is contrary to convenient mall layouts.	Ex. 7/ Sears/5.28.09	Comment noted. The vision calls for increased pedestrian orientation in the TOD & RC districts. One aspect required to implement this is restricting the number and size of curb cuts, so that conflicts between vehicles entering/exiting parking lots and pedestrians on the sidewalk are minimized. The plan does not call for eliminating the number of drive entrances that currently exist, and instead acknowledges these.
	Traffic circulation should be unencumbered.(related to on-street parking in the mall)	Ex. 7/ Sears/5.28.09	comment noted. However, the comment does not specifically identify the regs that pose a problem so it is difficult to respond.
	Sears has large appliances - parking needs to be located close to entrance so that shoppers can get them to their cars. Street grid within parking would constrain parking supply and add to congestion & circulation problems.	Ex. 7/ Sears/5.28.09	The draft regs do not propose removing parking from in front of Sears. There is currently a traffic circulation grid throughout the mall. Any additional sq footage is added to the mall will impact parking supply, with or without the regs. Draft regs would add more sidewalks for pedestrians, making it safer to walk thru the parking lots to the building entrances.
	1 Move away from parking regs that create large deserts of surface parking. Should the city enable density by building central parking garages?	LPeterson/PC (comment submitted in email to staff).	Book III suggests preparing a feasibility and location study for public parking structures in the urban center to help answer this question. See 3.1.5.
	2 Should the plan use incentives to encourage motorcycle/scooter parking and/or electric vehicle-only pking stalls w/charging stations, such as reducing required # of stalls?	LPeterson/PC (comment submitted in email to staff).	There probably needs to be a significantly greater number of these vehicles on the road here before the demand for parking spaces increases and the incentives make sense. In Europe, governments are providing monetary incentives to encourage purchasing electric scooters/cars.
54 18.28.093 General Parking Requirements	Westfield has several general questions and concerns about how Vehicular Access and Parking Lots standards will be applied to the Mall:	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	
18.28.093.1.ii.1	1. Vehicular Access--Curb Cuts and Driveways, change this section: ii) Curb Cuts and Driveways	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	

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	(1) When access to parking facilities and loading areas are provided from front or side streets, the maximum number of curb cuts associated with a single development, shall be one two-lane curb cut or two one-lane curb cuts. <u>This requirement does not apply in the TUC Regional Hub.</u>		Recommendation: Review language for next revision of plan.
	(2) The maximum width of driveways/curb cuts is 12 feet for a one-lane and 24 feet for a two-lane driveway. In the Workplace District, the maximum width of driveways/curbcuts is 35 feet. <u>This standard may be varied to allow for truck maneuvering and fire access.</u>		Recommendation: Review language to provide some flexibility for fire lanes and loading docks that are located to minimize pedestrian disruption.
	(3) The total width of parking access openings on the ground level of structured parking may not exceed 30 feet. <u>This requirement does not apply in the TUC Regional Hub.</u>		Recommendation: allow more flexibility when garage opening does not front a public or private street.
	2. Parking Lots—Setbacks & Landscaping: change this section: a) Setbacks & Landscaping	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	
	ii) Surface parking lots shall be buffered from adjacent commercial development with Moderate Screening (see Section 18.28.071.3-Landscape Types).		Recommendation: Consider what level of landscaping should be required between two surface parking areas verses between a parking area and a building.
	iii) Surface parking lots shall be buffered from adjacent residential development with Heavy Screening in the side and rear setback areas (see Section 18.28.071.3 Landscape Types).		Recommendation: Consider what level of landscaping should be required between two surface parking areas verses between a parking area and a building.
	The requirement for landscape in the parking fields will have a negative impact on the ability of Westfield to meet department store requirements for parking and visibility. This entire section should be revised to represent a standard more accommodating of retail developments. Generally, the City should rethink the application of screening in a mixed-use district. Some screening might be appropriate between abutting properties in different use zones.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	The parking lot landscaping requirements are similar to standards in effect since 1999, see TMC 18.52.030.
	3. Parking Lots—Setbacks & Landscaping 18.28.093.2.a.ix: Rooftop landscape requirements will eliminate the economic ability to provide rooftop parking	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	We would like to see the reasoning behind this comment.
	<u>vi. For surface parking lots located in the TUC Regional Hub:</u>		
	<u>(1) A minimum of 15 square feet of interior parking lot landscaping is required for each parking stall.</u>		The surface parking lot is not located behind buildings, therefore the 25 sf amount of landscaping per stall should apply.
	<u>(2) Landscape islands shall be placed at the ends of each row of parking to protect parked vehicles from turning movements of other vehicles.</u>		Same as the standard in the plan.
	<u>(3) To subdivide continuous rows of parking stalls, landscape islands shall be placed at a minimum spacing of one island every ten parking spaces or within 100 feet of each car.</u>		By adding the " <u>or within 100' of each car</u> " does not achieve the intent of subdividing continuous rows of parking stalls.
	<u>(4) Trees shall be planted in curbed landscaped islands or in flush tree wells with tree guards.</u>		Same as the standard in the plan.
	vi) - viii) renumber <u>vii) - ix)</u> , respectively.		Renumbering will occur in the next draft SCP.
55	4. Move the following Requirements to the Guidelines Section: 2) Parking Lots a) Setbacks & Landscaping ix) Rooftop Parking Landscaping 2) Parking Lots b) Pedestrian Circulation i) through iii)	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Improving pedestrian access in the SC area is a key part of the SCP, particularly in the northern portion where buildings are separated from streets by large parking lots. Moving ped circulation standards to guidelines will not achieve this goal. Rooftop parking lots are similar to surface ground level parking lots, and should be landscaped similarly. The standards for rooftop parking landscaping are significantly less than that required for surface ground level parking.
55 18.28.094 General Parking Guidelines	1. Parking Lots—Landscaping: add text (from page 54): <u>Rooftop Parking Landscaping. For a parking area on the top level of a parking structure, one planter that is 30 inches deep and 5 feet square should be provided for every 8 parking stalls on the top level of the structure. Each planter should contain a small tree or large shrub suited to the size of the container and the specific site conditions, including dessicating winds. The planter should be clustered with other planters near driving ramps or stairways to maximize visual effect.</u>	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	See above response.
54	2. Parking Lots—Pedestrian Access: add text:	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	
	ii) <u>Parking Lots should provide clear pedestrian-only circulation routes between main building entrances and sidewalks.</u>		
	a. <u>Front surface parking lots should provide such routes at a maximum spacing of every 300 feet.</u>		
	iii) <u>Pedestrian circulation routes through surface parking lots should be a minimum of 6 feet in width and separated from vehicular areas by curbing and landscaping. High traffic walkways should be wider.</u>		
	iv) <u>Decorative, contrasting paving, such as pavers, bricks, stamped asphalt, or scored concrete, may be used where pedestrian circulation routes cross driveways or other paved areas accessible to vehicles.</u>		
	3. Sustainability 18.28.094.4.i: change text: 1) Parking lots should utilize permeable paving systems and bio-filtration swales should be utilized wherever possible feasible.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Recommendation: revise draft plan as suggested.
Architectural Design Regs			
	Architectural guidelines are well written and pictures/images make intent clear. Cascade Land Conservancy recommends including a design review process.	6.3.09/Cascade Land Conservancy	A design review process is currently included in the regulations in Book II.
	Liked the design review provisions - clear architectural guidelines.	Cascade Land Conservancy/4.2 3.09	Commenter supportive of proposed regs

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	1 Weather Protection. Are canopies providing shelter from the elements and extending into public frontage allowed? They should be functional vs. cosmetic treatments.	LPeterson/PC (comment submitted in email to staff).	Requirements for weather protection are given at 18.28.043 and they are allowed in the front setback per 18.28.044.
	2 transparency. Plan should ensure windows are unobstructed - no advertising. Should complement the exterior of building.	LPeterson/PC (comment submitted in email to staff).	There are specific transparency requirements for the shopfront private frontage type, see 18.28.043.9.
	3 Blank walls/art. Can large blank retaining walls on city projects (e.g.levy along 180th) be handled differently? City should lead by example	LPeterson/PC (comment submitted in email to staff).	Currently, regs only address buildings not retaining walls.
	4 <u>Can we prohibit window mounted air conditioning units that are externally mounted?</u> Some items on a balcony (BBQ, furniture, flags, bird feeders, plants, possibly small satellite TV dishes, maybe storage of bicycles, etc), should be expected, but not sure about <u>externally mounted items near windows</u> (A/C units or say tenant added flower boxes) <u>due to visual appearance concerns and potential safety hazards for pedestrians below.</u>	LPeterson/PC (comment submitted in email to staff).	The City may prohibit window mounted air conditioning units that are externally mounted. Keep in mind that the City has limited resources to enforce such a regulation.
	Can the pictures in the architectural vision section be organized and labelled to ensure the examples presented are understandable?	4.9.09	Perhaps vertical lines could be added to group the pictures with the text?
65 18.28.102 Building Mass Standards and Guidelines	1. Length and Massing Elements-Requirements 18.28.102.2.b: While façade offsets, pilasters and notches are specific way to reduce the scale of buildings, the intended effect can also be achieved by varying materials, textures and other surface treatments. This solution does not appear in this section as an acceptable alternative, but this method is often the preferred solution for retailers as there are potentially fewer architectural elements to block visibility into stores. Please add an option to this list for a “Flush Surface” breakup.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Recommendation: Explore reducing the modulation width requirement if changes in material/color/texture are used. Plan requires a maximum 5' offset per 100' stretch of flush façade, though the offset depth can be reduced by breaking the façade into shorter modules so there is already a means of addressing this visibility concern.
67 18.28.103 Architectur al Elements Regulation s—Facade s	1. Façade Standards 18.28.103.Façade Standards.a: Change this sentence: Overall wall composition for Street, Pond, or River facades shall contain at least 20% glazed area (not including parapet walls or shopfronts) in order to provide daylighting into tenant space and minimize blank walls facing sidewalks.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	It is not clear why shopfronts should be excluded from the minimum glazing requirement.
67	2. At 18.28.103.1.b.iv: Change this sentence: Weather protection, such as awnings, canopies or building overhangs on facades facing sidewalks, shall be a minimum 5 feet in depth, but should occupy no more than 2/3 of the total sidewalk width. The depth should depend on its function. Canopies or awnings shall have an overhead clearance between 8 to 12 feet. <u>Overhead clearance of up to 16 feet is allowed in the TUC Regional Hub.</u> Vinyl or plastic awning, and translucent awnings with interior lighting are not permitted.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	See earlier response re: height of weather protection.
67	3. At 18.28.103.Facade Standards.e: Add the following text: <u>iv) Canopy or awnings at main entrances may exceed maximum overhead clearances standards listed above.</u>	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Heights of canopies/awnings is addressed under Façade composition, not under main entrances. This concern is addressed above.
	4. At 18.28.103.Facade Standards.g: Add the following text: <u>iv) Where all building sides face a primary street, such as at the TUC Regional Hub, service entrances and associated loading docks and storage may be located at the front of a building, but shall be separated and architecturally screened from any pedestrian entrances.</u>	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	While this is an existing condition at the Mall any infill development should be designed with the previous three criteria in mind. Recommendation: Amend 18.28.103g) ii) to say "All service entrances and associated loading docks and storage areas shall be located to the side or rear of the building <u>unless all sides face a public street in which case the least visible location shall be used.</u> The service areas shall be separated and architecturally screened from any pedestrian entrances."
68	Top of page. Change 1. Façade Standards to Guidelines.	Staff	Will be revised in next version of the Public Review Draft
69 18.28.103 Architectur al Elements Regulation s—Facade	1. Regarding 18.28.103.Facade Guidelines.b.4: Trellises and canopies are often used to accent a building and articulate the façade. In these cases a complimentary or even contrasting color to the building would be more appropriate then matching the same color of the building.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Recommendation: add to 18.28.103.Facade Guidelines.b.4: "...is appropriate. <u>Trellises and canopies can also be used to accent a building and articulate the façade. For example, a complementary or even contrasting color to the building would be appropriate.</u> "
	2. At 18.28.103.Facade Guidelines.b.8: Change this sentence: Balconies and porches should be constructed of materials and proportions related to the overall façade composition. A contrasting material to the wall surface should may be used.	B.Carson&S.Hamilton/6.11.09	This is in the guidelines section and is worded should rather than shall so there is some flexibility to address a situation where using the same material is an acceptable design solution.
70 18.28.103 Architectur al Elements Regulation s—Facade s	1. At 18.28.103.Facade Guidelines.c.ii.5: Change this sentence: For individual buildings or portions of buildings intended to appear as individual buildings, materials used as primary cladding should be limited in number – one or two maximum in most cases <u>though more that two materials may be used if the architectural design avoids a cluttered appearance.</u>	B.Carson&S.Hamilton/6.11.09	Recommendation: revise draft plan as suggested.
	2. Regarding 18.28.103.Facade Guidelines.d.i.1: Many contemporary retailers prefer horizontal proportions. Such vertical proportion requirements for parking garages will unnecessarily increase cost and could obstruct visibility in and out of the garage. This limiting of visibility could lead to a security issue. Please consider revising, and please clarify the 1:3 and then later the 3:2 to 2:1 requirements.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	The window opening proportions discussed are vertical proportion <i>guidelines</i> , not <i>requirements</i> , as stated in the comment. The 1:3, 3:2 and 2:1 are height to width ratios, that would result in a more vertical window opening.
71 18.28.103 Architectur al Elements Regulation	1. Regarding 18.28.103.Facade Guidelines.d.i.2.a: Many contemporary retail buildings incorporate windows that have no sills or lintels, please consider revising this section or providing an exception for the TUC Regional Hub.	B.Carson&S.Hamilton/6.11.09	The window trim recommendations discussed are <i>guidelines</i> , not <i>requirements</i> . Therefore, no exception to the guidelines is necessary.

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72	1. At 18.28.103.Roof Standards.c.ii: Change this sentence: Rooftop equipment must be set back a minimum of 10 feet from building walls; or screened from view. on all sides, and integrated into the overall building design.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Recommendation: revise so it is consistent with current code & BAR criteria - <u>Mechanical equipment or other utility hardware on roof shall be set back a minimum of 10 feet from building walls and screened from view. Screening shall be designed as an integral part of the architecture (i.e., raised parapets and fully enclosed under roof).</u>
Book 3			
	Plan provides clear guidance for future investment.	6.3.09/Cascade Land Conservancy	Commenter supportive of proposed regs
	1 Can the City organize adjacent property owners to work cooperatively together, e.g. a "business improvement district"?	LPeterson/PC (comment submitted in email to staff).	Yes
	2 What is the scope of the "multifamily study". Does it include co-located diversity of income, age, family size, integrating uses that support working families?	LPeterson/PC (comment submitted in email to staff).	Book III suggests an analysis to determine the types of actions/incentives that should be undertaken to attract any and all forms of housing. The scope has not yet been determined - at this time, there is no funding for the study.
78	3.1.3.1).a-c. Incorrect font size.	Lynn	Will be revised in next version of the Public Review Draft
75 Implementa tion Strategies	1. Revise this section: The feasibility of this The success of the Tukwila Urban Center Plan and the vision it presents will be supported by is highly dependent on the City's city actions and investments outlined in this chapter of the Tukwila Urban Center Plan . Unlike private investment, City actions and investments can be strategically timed, scheduled and directed to specific areas and projects to further revitalization. The intertwining of regulatory control (contained in Book II) with the strategic investment of limited public resources (planned in this chapter, Book III) is intended to accelerate the redevelopment strategies (contained in Book I) and add to the appeal and success of Southcenter as a great place.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Recommendation: revise as follows - <u>Tukwila Urban Center Plan and the vision it presents will be supported by the City's actions and investments outlined in this chapter of the Southcenter Plan.</u> Unlike private investment....
79 3.1 Public Space and Amenity Projects	1. Question regarding section (i) Elements, is the “grand public street” going to extend onto the Mall property? Please amend the sentence as follows: (2) Orientation: The esplanade shall be connected to Strander Boulevard and to the Mall along a grand public street, designed with public amenities and preferably with a central median as a linear open space connection. <u>The grand public street esplanade shall be extended as far as Strander Boulevard, across from the Mall’s entrance.</u>	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	The concept of the grand public street extending from the Pond, crossing Strander and extending into the mall is a key part of the vision approved by the City Council. Stopping it at Strander was not part of the vision.
APPENDIX			
81 3.3 Mass Transit Network and Facilities	1. General Comment: this section reflects conditions present before the Mall’s major expansion. Please rewrite to reflect current conditions.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Will be revised in next version of the Public Review Draft
89 Figures A.3-A.5	1. Figures A.3-A.5: please update figures to include the Mall Expansion	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Will be revised in next version of the Public Review Draft
	2. Figure A.5: please update figure to include 1-story Bahama Breeze restaurant building	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Will be revised in next version of the Public Review Draft
91 A.5 Developme nt and Redevelop ment Possibilities	1. Figure A.6 Vulnerability to Change: this figure is problematic. What does “vulnerable to change” mean? It seems to be a subjective label, and one Westfield disputes for the Southcenter Mall. Please remove this coloring from the Mall property, or change label to remove the term “vulnerable”	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Will be revised in next version of the Public Review Draft
93 A.6 Local Transportat ion and Circulation	1. Amend the following sentence as follows: (2) Pedestrian Circulation Pedestrian activity is almost nonexistent in Southcenter, <u>except for within the covered walkways of the Westfield Southcenter Mall. Otherwise, pedestrian activity is</u> limited to the brief walks taken by people walking to their jobs of to shopping designations from transit.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	If the mall were mentioned here we would have to list all the other retail establishments as well. The paragraph discusses outside pedestrian activity, and at a larger scale. Recommendation: do not make the suggested revisions.
97 A.9 Conclusion	1. Amend the following sentence as follows: There are very few places to gather or meet other than in the hallways- <u>interior pedestrian corridors</u> of the Mall.	Ex. 16 B/ B.Carson&S.Hamilton/6.11.09	Will be revised in next version of the Public Review Draft
OTHER			
Sustainability			
	<i>Incorporate low impact development strategies into the plan where appropriate given site hydrology/geology.</i>	Ex. 11/ 6.3.09/Cascade Land Conservancy	There are locations in the draft guidelines that encourage low impact development (LID) strategies. Unfortunately, the water table is close to the surface in the UC, making LID difficult to implement.
	1 Does the plan offer incentives for solar power and exceptions for rooftop screening requirements for solar panels? See Portland's.	LPeterson/PC (comment submitted in email to staff).	See Roof standards & guidelines, pgs 72&73. At this time the plan does not offer incentives or exceptions.

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	2 Plan encourages the use of green roofs. Does encourage mean "allowing" or "supporting to the point we would incentivize them"? <u>May need to look at incentives such as crediting against stormwater fees, height bonus, reduced landscaping requirements, etc.</u>	LPeterson/PC (comment submitted in email to staff).	At this point, the provision re: green roofs is a guideline, and allows v. requires them. Ryan Larson in Public Works says: Tukwila will be adopting the 2009 King County Surface Water Design Manual. Unsure if there are any incentives given for green roofs but if the roofs detain water and reduce down stream impacts then the requirements for detention will be less. So it will really come down to how they function in providing less runoff. If they do not reduce the amount of peak flows then no reduction in detention will be given. And if they do, we will allow for a reduction in the amount of detention they must provide. That would be handled by the engineer working with the developer. The runoff rate would be a function of the site and materials they used so it will need to be determined on a site by site basis.
Mall-specific issues			
	Not sure if proposed code "grandfathers" existing north side development.	Mall/3.26.09	The comment does not specifically identify which development being referred to, nor the regs that pose a problem so it is difficult to respond. This may be a development agreement question and yes, the Mall would be vested until the DA expires in 2011.
	When questioned about whether there are still "pre-approved pads" remaining that have not been built that would be affected, Mr. Lee was not sure. Are there still pre-approved pads remaining to be built?	3.26.09/Mall & GMalina/PC	The development agreement with Westfield is for 787,903 sf of new development. The BAR approved a site plan for 597,009 sf of development, including 4 new outlying buildings pads, additions to the mall, and 2 parking structures. 3 of the 4 pads have been built. Westfield has a fair amount of leftover square footage after the last phase of construction. The "tire store" was shown on BAR site plan submittals. Design Review is still required for any future store as was the case for Fidelity and Cheesecake.
	Mr. Lee's feeling is that the proposed code would hamper future development.	Mall/3.26.09	Comment noted. Not enough specificity to be able to respond.
	Westfield developer agreement is based on limited amount of square footage, most of which has been built. Agreement expires in 2 years. Old Bank of America site is not included in the agreement. Agreement does not cover future plans.	Brent Carson/5.28.09	The agreement expires in Dec 2011. The City's agreement with Westfield is for 787,903 sf of new development. The BAR approved a site plan for 597,009 sf of development, and they do have a fair amount of leftover square footage after the last phase of construction which can still be used in the future. Any new development on the old BOA site is not included in the agreement. Design Review is still required for any future store, as was the case for Fidelity and Cheesecake.
	Lifestyle developments are not happening. San Jose Business Journal says Santana Row developer will not build this project again. (Sept 17, 2004))	westfield/4.23.09 & B.Carson/5.28.09	Comment noted. Many articles on the subject disagree. See <u>Retail Traffic</u> article (http://retailtrafficmag.com/mag/retail_maxeduse/index.html) discussing how Santana Row developer wants to build more lifestyle centers because of its success.
	Supports "linking development" - growing from buildings outward. Retailers want to grow from the inside out (i.e., from the mall outwards).	westfield/4.23.09 & B.Carson/5.28.09	Draft plan regs support this form of expansion. Street grid in mall forms the basis for growing outwards.
	Incremental improvements would not be allowed.	Brent Carson/4.23.09	Comment noted. Not enough specificity to be able to respond.
	Let market run free, incentivize housing, and retailers will come to Mall and ask for the buildings to be built on the street edge.	Brent Carson/5.28.09	Will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan).
	Doesn't mind if Plan makes mall businesses, e.g. Firestone, non-conforming.	5.14.09/CParish/PC	Comment noted. Comment is supportive of draft regs intending to remove auto-oriented uses in the northern portion of the UC that do not support pedestrian activity.
	Westfield says it can take generations to achieve vision, and that City needs to take an incremental approach towards change. Developer agreement vests Mall Ph.2 under current code - Plan will not affect Ph 2. <u>Does not agree with taking an incremental approach towards change - thresholds & triggers should be stringent.</u>	5.14.09/CParish/PC	Will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan).
Barnaby-specific Issues			
	<u>Remove the property containing the former "Barnaby's" restaurant and the property to the south (16401 & 16405 W.Valley Hwy) from the TUC Plan area.</u> Properties are too small in area to provide the types/intensity of redevelopment anticipated in the TOD districts. <u>Remove the Barnaby's property from TUC Plan because it causes the existing structure & intended use of building as a restaurant to become non-conforming.</u> Restaurants are only permitted if they are located in a "Neighborhood Center".	4.23.09/Michaelis	6.11.09 letter. changed their mind - want to stay inside TUC boundary.
	<i>Green River Riverwalk (public esplanade) requirement on east side should be applied north of Strander, with the route then crossing the river and continuing on west side;</i> otherwise, riverwalk would dead end on these properties.	4.23.09/Michaelis	Recommendation: make the proposed change. Riverwalk will not extend south of Strander Blvd on the east side of the Green River.
	The L5 condition on pg. 19 requires buildings to be oriented towards the Green River. The other two roads bounding the property also require "building orientation". Any new structure on this property is required to have public entrances on all 3 sides. This will cause the use & structure to be non-conforming.	4.23.09/Michaelis	This requirement does not affect use, and the current use is conforming. 18.28.041.3.i, Corner Parcels requires buildings on corner parcels to have an entrance oriented towards at least <u>one street to be determined by the developer</u> . This requirement must be satisfied if thresholds for new development are exceeded.
Target-specific Issues			

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	Potential short & long term plans that Target has for this store could trigger requirements that would effectively require a complete demolition & rebuilding of the existing store. In that case, Target would forego the investments needed to maintain this store. Plan on operating Target at current location into future. Target plans a \$4M remodel in 2011. \$\$ required for compliance are too great. Return on investment doesn't make sense. When asked if Target would ever do what the plan calls for, Target said potentially, if area became more urban.	4.23.09, 5.28.09 & Ex. 19/ 6.11.09/Brandon Lee/Kresovich/Target	Comment noted. Will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan).
	Will City force Target to leave or redevelop?	Target/3.26.09	No
	Target corporation does have certain flexibilities to design building to meet the site (when asked about 2 story development)	Target/4.23.09	Comment noted.
	Macy's		
	Plan does not work well for Mall-type development scenario.	Macy's/4.23.09	Comment noted. Not enough specificity to be able to respond.
	Comments are specific to Regional center district, not addressing Pond district (Macy's warehouse location).	Macy's/4.23.09	Comment noted.
	Does the plan allow for expression of Macy's brand image? (Macy's has 8-10 other store designs).	Macy's/4.23.09	Does this comment refer to exterior character? signage? During design review Tukwila has been successful at getting stores to tweak their exterior design to comply City design goals, while still allowing retailers to express elements of character contributing to their "brand image".
	Economic Issues		
	Could be unintended adverse impacts to city's revenue stream.	Sears/5.28.09	Comment noted. Will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan).
	Economic studies may be out of date. Want them updated.	Sears/5.28.09	
	plan must be implemented in a way that makes future development and redevelopment of properties commercially and economically viable. The SCP does not do so.	Ex. 15/ 6.11.09/C.Maduel/Residence Inn	
	Plan doesn't reflect market conditions. Market analyses are outdated.	westfield/4.23.09	
	To build mixed use residential development, need \$2.50 rental rates; currently have \$1.00. Need someone to fund a public parking garage.	westfield/4.23.09	
	Plan needs to be built on sound economic analysis. Good vision, but economic driver needs to be in place. Need time to get rents where they need to be and to convert current buildings/uses.	Mall/5.28.09	
	Economics. Requiring office & residential uses with structured parking is not economically feasible. Retail uses are strong, there is a glut of office supply regionally, structured parking for housing is a problem.	Brent Carson/5.28.09	
	Private development is not likely to build without public assistance. Renton Landing & Kent Station were publicly subsidized. In Kent Station, residential uses have not taken hold. Bellevue is different because of demographics - has Medina - Tukwila does not. Shouldn't use Bellevue as an example of what should/could be done in Tukwila.	Brent Carson/5.28.09	
	Recommend the city conduct a new economic study to get a clear picture of what is feasible in this economy.	Ex. 20/ 6.11.09/Badstubner/Regency	
	The city has no ability to guarantee that the changes in requirements will result in economically viable projects. Property owners must bear the risk.	Ex. 21/ 6.11.09/Hancock/Segale	
	Plan should be tested by meeting with actual retailers & developers. Focused economic studies including a study of impacts on the City's sales tax income of the changes from big-box anchors to small retail shops should be done.	Ex. 21/ 6.11.09/Hancock/Segale	
	Economic studies are outdated and don't support the plan regulations. Need an updated economic analysis.	5.14.09/BArthur/PC 5.28.09/GMalina/PC	
	Want any updated market study to weave in regional requirements for jobs/ housing	5.14.09/CParish/PC	
	Plan needs incentives to bring in housing. Look at what Bellevue did in the past.	5.14.09/BArthur/PC	
	Fire Department Issues		
	Access to mid-rise buildings fronting the river may be difficult. Riverfront esplanade can be designed for fire apparatus use. Architects will need to take into account the building height during design.	Ex. 6/ 5.28.09/ D.Tomaso	Comment noted. We have discussed with FD how the Riverfront esplanade could be designed to function as a fire lane, addressing this concern.
	TOD Station neighborhood. High voltage lines will impede aerial access to buildings. Designers will need to account for safe distances from the power lines for aerial apparatus.	Ex. 6/ 5.28.09/ D.Tomaso	The Tukwila Townhomes project was designed with these constraints in mind and the City & developer were able to reach an acceptable solution. It is reasonable to think that the same process would work with future developments.
	TOD Station neighborhood. Close proximity of residential units to rail lines will expose residents to increased exposure to rail-related emergencies.	Ex. 6/ 5.28.09/ D.Tomaso	Comment noted. There are many places outside of the UC where similar uses are along the RR and experience similar risks.
	TOD Station neighborhood. The concern is the proposed increase in building heights. The Tukwila Town Homes project will be less than 50' in height.	Ex. 6/ 5.28.09/ D.Tomaso	Current code allows 115' height throughout the TUC zone. Draft plan's proposed maximum height is 98'. The maximum height of the proposed Tukwila Townhomes building approved by BAR is approximately 75 feet.
	Workplace District. Street widths should be a minimum 26' curb face to curb face, not to include street parking. Streets of this design typically become impassable from commercial vehicles illegally parked. This design will increase the need for police traffic enforcement and increase emergency response times within these areas.	Ex. 6/ 5.28.09/ D.Tomaso	All existing streets in the TUC meet this standard and currently, these types of problems are not experienced on Minkler Blvd. Any new streets in the Workplace District would meet the Sub-urban Street cross section on p. 41 that includes two 13' travel lanes without on-street parking. Does the comment imply that all streets w/out on-street parking have illegal parking and require enforcement? Narrower street design is for new streets only. Existing streets have 60' ROWs.

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	TUC Blvd. Wider sidewalks & street trees reduce aerial access vertically. TMC 16.16.010 & 2006 Int'l Fire code appendices D require 2 access pts for buildings greater than 30' in height. The proposed 20' alleyways will not provide sufficient access; also, if project was designed for mid-blk, they would be unable to meet this requirement.	Ex. 6/ 5.28.09/ D.Tomaso	The current TUC zoning requires 15' of landscaping including street trees in addition to the sidewalks and Fire has never raised this as a concern. The access situation would be similar or improve under the proposed regulations.
	Transit systems. People movers: will they have traffic control system access for signal control? Fire shall have preemption capabilities over any transit or people mover system.	Ex. 6/ 5.28.09/ D.Tomaso	This type of detail will be developed at such time as the system is funded and designed.
	Fire stations. Should be permitted v. conditional. Conditional use permit process will increase cost to city for future stations.	Ex. 6/ 5.28.09/ D.Tomaso	Fire stations have significant noise and traffic impacts that may be incompatible with pedestrian oriented and residential development. Generally CUPs are combined with design review so that there is no additional time or process required. DCD policy is to only require payment of land use application fees by another City department when the project is grant funded, not when it would come from the general fund.
	Pg.22, Fig 18.28.013.2. Streetscape design will impede aerial access to buildings. Streets should be a minimum of 26', not to include parking. Proximity to buildings must be within 15' for at least one aerial access route. Existing street design is non-compliant. If design is adopted, we will knowingly encourage code non-compliance. Rear access would utilize 20' alley design, mid-blk development would not be possible without dedicating aerial access fire lanes.	Ex. 6/ 5.28.09/ D.Tomaso	The TUC Zone currently requires sidewalks and a 15' landscape setback containing street trees for a total distance from the curb of +/-20'. The proposed public frontage requirements on p.29 & 30 require 10' to 18' of combined sidewalk and planting area so while the configuration is differentiated between the districts the total width required is similar to the existing condition. Alley width of 20' is a minimum - if needed to accomodate fire access it could be widened.
	pg. 26, Fig 18.28.032 special height limits impact aerial access concerns. See above comment.	Ex. 6/ 5.28.09/ D.Tomaso	See above response. Fire needs to provide language including a code reference for this concern.
	Pg. 27. Fig. 18.28.033 max tower bulk, aerial access concerns. See above comment.	Ex. 6/ 5.28.09/ D.Tomaso	See above response
	Pg. 28, figure 18.28.042. Public frontage, aerial access concerns	Ex. 6/ 5.28.09/ D.Tomaso	See above response
	Pg. 39, figure 18.28.050, Street regulations: 11-foot travel lanes prohibit setting up aerial apparatus. Alleys minimum width should be 26 feet. TMC 16.48 outlines high-rise requirements and TMC 16.16.010 & 2006 International Fire Code Appendices D address required aerial access requirements.	Ex. 6/ 5.28.09/ D.Tomaso	The cross sections with 8' on street parking and two 11' lanes are only applied to new street designs in the northern part of the TUC (Urban street & City street cross sections p.40). Providing access from the street frontage is only one option. For new streets proposed as Fire access points we could add another cross section that includes bike lanes or sharrow that would get the total width of the travel lanes up to 26'. Otherwise projects could be designed to provide a side or rear access that meets this standard.
	Pg. 36, figure 18.28.044, Setbacks, fire-rated construction to reduce fire spread possibilities, ground and aerial ladder access concerns. <u>Reduced set backs will conflict with building and fire code required separation requirements.</u> See International Building Code Chapter's 5, 6 and 7 and International Fire Code Chapter 7, Section 701.1.	Ex. 6/ 5.28.09/ D.Tomaso	Zoning code setbacks do not supercede IBC or IFC requirements. It is unclear what changes are requested.
	page 3 of book 1, the reference to the Mall's inward development that will be reversed - this will be in direct conflict with the 60-foot yard requirements of the Building Code.	Ex. 6/ 5.28.09/ D.Tomaso	Phase 1 of the Mall expansion is an example of the external orientation that we are seeking in the plan.
	Pg. 63. Cornices, Canopies, Facades and offsets should be integral to building construction (not fastened to the building). Fire is working with the Building Official to modify or have an official code interpretation for clear enforcement.	Ex. 6/ 5.28.09/ D.Tomaso	This seems like a Citywide code issue and a possible Building Code conflict. However DCD will coordinate adding specific language and code citations in the text if Fire provides them.
	Pg. 68 (f) (hii), Canopies will impede ground ladder access. Fire is working with the Building Official to modify or have an official code interpretation for clear enforcement.	Ex. 6/ 5.28.09/ D.Tomaso	Canopies seem like a Citywide issue and providing continuous overhead weather protection is a vital part of creating a quality pedestrian environment. We need more detail about what would meet Fire's needs, for example would a 5' break in the canopy every 200 be sufficient? DCD will coordinate adding specific language and code citations in the text if Fire provides them.
	In various sections of this plan it regulates authority to the "Director", but no definition is provided as to who the "Director" is: DCD, PW, Finance. The TMC is very clear on who the Code Official is for both the building and fire codes; fire will always retain authority over all fire code regulated issues.	Ex. 6/ 5.28.09/ D.Tomaso	See TMC 18.06.225 where Director is defined as the DCD Director for the Zoning Code.
	Book II, Page 14, (4), in reviewing the ICC valuation table on-line, is DCD planning on doing any regional adjustments? The ICC table is based on national averages for construction costs.	Ex. 6/ 5.28.09/ D.Tomaso	The Building Official currently makes regional adjustments to the ICC valuation table as part of his calculations
	Book II, Page 15, Fig. 18.28.03, Conformance with Development Code. The percentage thresholds for compliance appear to be extremely low. The difference between assessed value and market value on some structures are vast. Fire would like to see language that exempts work for upgrading for Life Safety, Public Health or ADA upgrades.	Ex. 6/ 5.28.09/ D.Tomaso	There is no data back-up for the comment re: that the thresholds for compliance are extremely low, or what the value should be. Recommendation: include under exemptions to exterior alterations value calculations (p.13) life safety, public health or ADA upgrades.
	Book II, Page 26, Building Height. 2) Regulation. This section references "floors"; neither the adopted Fire nor Building Codes provide a definition for "floors". However, if it is changed to the State adopted "stories" definition, it will provide continuity among the adopted codes.	Ex. 6/ 5.28.09/ D.Tomaso	Recommendation: Change floor to story in the next draft of the plan.
	Book II, Page 26, (3) General Requirements. (iv) This provision to allow up to 20-foot features to screen roof top equipment will require additional design to allow roof top access by firefighters. In previous projects designers have struggled with providing solutions to this problem.	Ex. 6/ 5.28.09/ D.Tomaso	This is currently permitted under the existing provisions of TMC 18.50.080, Exemption of rooftop appurtenances.
	In attempting to provide language that would stay timeless and not become obsolete with code cycle changes, Fire suggests the following: "Developers shall contact the Building and Fire Departments to obtain the most current City requirements prior to developing drawings or renditions for their development." This would be short and simple and put the burden on the developer to contact the City.	Ex. 6/ 5.28.09/ D.Tomaso	It would be more helpful to applicants to provide a specific code citation. Developers generally know that they have to comply with building and fire codes but the concern is that they may be unfamiliar with unique provisions of Tukwila's codes. A location for a brief discussion of unique code provisions would be p.14 #11 after provisions related to SMP.

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	One item that appears to have been omitted in the development of this plan is the changes that have occurred during the change from the Uniform to International Code Series. One of the more significant changes in the fire code is fire department access. Chapter 5, Section 503, Appendix D further defines fire department access requirements, in addition to TMC 16.16.070. Having the alley and street design 26' in width may be one solution for ensuring fire access	Ex. 6/ 5.28.09/ D.Tomaso	Providing access from the street frontage is only one option. Projects could be designed to provide a side or rear access that meets this standard. However all existing streets meet the 26' width standard. Alley width of 20' is a minimum - if needed to accomodate fire access it could be widened.
	The fire code section that impacts access requirements is Appendix D, Section D105, Aerial Fire Apparatus Access Roads:	Ex. 6/ 5.28.09/ D.Tomaso	
	D105.1 Where required. Buildings or portions of buildings or facilities exceeding 30 feet (9144mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.	Ex. 6/ 5.28.09/ D.Tomaso	
	D105.2 Width. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (4572mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144mm) in height.	Ex. 6/ 5.28.09/ D.Tomaso	
	D105.3 Proximity to building. <u>At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building and shall be positioned parallel to one entire side of the building.</u>	Ex. 6/ 5.28.09/ D.Tomaso	SCP meets the criteria "within 30' from the building" in all scenarios.
	Travel lanes are too narrow. 2 lanes do not provide sufficient space. Makes for longer response times.	Fire/3.26.09	PW has reviewed the proposed street cross sections contained in the plan and found them to meet our infrastructure standards.
Incentives & TDR			
	PC could consider: 1. use development bonuses as incentives for desired amenities such as ped amenities, community spaces - transfer of development rights (TDR), higher densities, incorporating low impact development. 2. preserving low & moderately priced housing as redevelopment occurs. Identify mechanisms (in addition to the decreased parking requirements) to encourage preservation or creation of moderately priced housing for families and seniors 3. Conserve nearby open space and watershed areas by accommodating transferred development rights in the SC area.TDRs could be specified to allow transfers from local areas, or within Tukwila's watersheds.	Cascade Land Conservancy/4.2 3.09 & Ex. 11/ 6.3.09 & 4.23.09/westfield & Ex. 21/ 6.11.09 Hancock/Segale	Development incentives comment noted. Will be addressed as part of additional work to be completed by EcoNorthwest (the city's economic consultant on the plan). Preserving housing in the UC is not an issue at this time, since no housing currently exists.
"Opinions Expressed"			
	Concerned about city's commitment to Tukwila's retailers & benefits they provide, given that the City worked with mall during most recent expansion.	Ex. 7/ Sears/5.28.09	The City is committed to supporting existing and future retailers in the urban center and elsewhere within the City.
	Retail is fragile & more competitive than ever. Its important that retailers, property owners and cities work collaboratively to assure their mutual success.	Ex. 7/ Sears/5.28.09	We agree.
	wants to be part of a stakeholders group to address the following issues: updated econ. analysis, non-conforming use/space impacts on retailers, impacts from new parking constraints, impacts from new traffic circulation patterns & likely congestion, impacts from constraints on potential store expansions, impacts from constraints on exterior & interior alterations, grandfathering of existing conditions, compliance with legal process (GMA, SEPA, public participation), opportunities to adopt a more market-sensitive transition strategy.	Ex. 14/ 6.11.09/J.Gibron	Comment noted. Not enough information regarding the specific issues to be able to respond. Sears has been invited to send a representative to the focus groups.
Process/Legal issues?			
	SEPA concerns - SEPA requires environmental analysis during the process of creating alternatives. City is choosing to wait until <u>after</u> the PC draft is recommended. PC should reconsider.	Ex. 7/ Sears/5.28.09	This approach was recommended by the City's SEPA consultant.
	Concerned that draft plan may result in many other potential legal shortcomings, including inconsistencies with comprehensive plan, and unintended constitutional issues to private property interests.	Ex. 7/ Sears/5.28.09	The City Attorney has reviewed the plan and does not have any legal concerns.
	Procedural concerns - many people have testified that they were not adequately notified. GMA requires public participation. Want City to create a stakeholder's group. When asked how the City should have provided notification to Sears, response was to give specific store mgr notice.	Ex. 7/ Sears/5.28.09	Notice for all public workshops & meetings was sent to Sears Manager @ 301 Southcenter Mall, Sears Portrait, Sears Optical, and Sears Watch & Jewelry. Also sent notice to Sears Holding Co. in Spokane, WA.
	City risks challenges to the plan - open space requirements in King Co. have been called "illegal tax"	Brent Carson/4.23.09	The City Attorney has reviewed the plan and does not have any legal concerns.
Historic Homes			
	1 How will historic homes be treated in Plan? Will Helen Nelson home be moved or preserved as is? Does it need City regulations providing preservation? Do we need to limit height, bulk, or architectural design on surrounding development? Can staff contact Nelson representative to discuss their plans/desires? is there an economic development perspective to preserving them? Let Pat Brodin & Joan Hernandez know when this issue comes up on PC agenda.	LPeterson/PC (comment submitted in email to staff).	There are state & fed regs protecting historic homes. This issue could be addressed during design review but is so limited that it doesn't seem necessary to include specific regulations in the plan.
Commuter Rail Station			
	1 Access. Should we expect that the east side of the station in Renton will develop as a TOD? <u>Should pedestrian access beneath the RR be located now, so it can be integrated into station planning efforts?</u>	LPeterson/PC (comment submitted in email to staff).	Ped access to the Renton side of the station is an important feature being incorporated into the design of the permanent station.
	2 Are there security risks associated with pedestrian underpasses - e.g., bomb threats?	LPeterson/PC (comment submitted in email to staff).	We will forward this concern to Sound Transit for consideration during the design of the permanent station.
Transportation/Circulation (including bike/ped)			

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	1 If trying to make TOD area more ped friendly and CC area more auto friendly, what is being done to route traffic away from former to latter?	LPeterson/PC (comment submitted in email to staff).	We are approaching this from a different direction of enhancing the quality of the pedestrian environment and requiring the construction of new streets to break up the superblocks.
	2 Can the TMC be rewritten in a non-auto centric way? Staff believes the comment relates to wanting proposed development to evaluate alternative ways to SOV for people to access site.	LPeterson/PC (comment submitted in email to staff).	Need further discussion to understand comment.
	3 Is the Plan consistent with the Walk & Roll Plan? Why are trails, etc not in this Plan?	LPeterson/PC (comment submitted in email to staff).	The Walk & Roll Plan is stil being finalized, and will be Plan references Walk & Roll plan's bike lanes (pg. 42). The planned trails in the SC area are the Riverwalk, the ped bridge & trail connecting Baker Blvd to Sounder Station, and the conversion of RR spurs. SCP does not reference the conversion of RR spurs.
	4 Does the plan address pedestrian bridges over streets? What is staff's position on these?	LPeterson/PC (comment submitted in email to staff).	It is difficult to get people to use these, they are visually prominent, and we would rather prioritize the pedestrian at ground level.
	5 Will the plan identify preferred mass transit types, routes & stops? Does it include future light rail route thru TUC? Significant investment in infrastructure/buildings planned, should regs accommodate future LRT route? If only plan streets, result will be more cars.	LPeterson/PC (comment submitted in email to staff).	No, except for major transit facilities such as commuter rail station & transit center. CP policies call for LRT to TUC.
	6 Can the Plan include the I-5 & I-405 ramps into the planning area? Develop "gateways" at these points, including art, signage, landscaping.	LPeterson/PC (comment submitted in email to staff).	Tukwila has plans to improve the I-5 connection at Klickitat. WSDOT has long term plans to move the current eastbound 405 entrance further east. More discussion with PW is needed on this issue.
	1 Likes colored/patterned concrete sidewalks & crosswalks, but concerned about cost, maintenance,& fading. Wants pros/cons & lifecycle cost. Discuss whether money should be allocated instead to public art, street furniture, enhancement of parks.	LPeterson/PC (comment submitted in email to staff).	Best uses for patterned concrete pavement are in urban and suburban areas at high visibility locations including road edges, median strips and slope paving. Concrete is a good choice when longevity, visual quality and context adaptability outweigh initial cost considerations. On-site crosswalks & ped paths will most likely be developer funded as projects occur. Public art, street furniture and enhancement of parks are funded from a different "pot" of money.
	No clear bicycle & pedestrian connection between the Pond and the Green River trail, particularly bicycle.	5.21.09/BArthur/PC	The Walk & Roll Plan identifies a 'bicycle friendly route' from the Pond to the River via Trek Drive to APE, to Baker, to Christenson, to the River. Future bike trails between the 2 activity areas are on existing RR spurs. There is not a separate pedestrian trail anticipated. Peds are expected to use the existing & future street/sidewalk system.
	Can railroad spurs be used for bicycle/ped trails?	5.21.09/LPeterson/PC	Rails to trail conversion in the urban center is anticipated to be a very long term project. The Walk & Roll Plan states that 'the potential abandonment of railroad spurs of routes that are no longer viable represents an opportunity to preserve railroad right-of-way for use as multiuse trails.'" While it is generally known that some of these spurs have been abandoned, further research is needed to find out the ownership and disposition status of each specific spur. Relationships among the City of Tukwila, interest groups, and railroad companies need to be developed, and notice of interest in preserving these corridors as trails needs to be provided to the Union Pacific Railroad (who operates in the urban center).
Other			
	1 Reduce visual clutter. What can be done to reduce this, e.g. the signal control boxes at intersections, protective yellow bollards, cameras & brackets/cables attached to traffic signal poles, cellphone towers, etc.These will become more visible as area intensifies.	LPeterson/PC (comment submitted in email to staff).	Per Cyndy Knighton (PW): Signal control boxes must be placed in a location where signal techs can see the signals while working on them. They cannot be placed underground or screened overly much because of the need to see the signal while performing work and/or maintenance. PW tries to minimize the size of the box as they are expensive but the equipment inside has space demands. A battery back up takes up space as well. We could return to no battery back up in case of power failure but the safety aspects of doing so outweigh the desire for reducing visual clutter.
			Cameras & brackets/cables attached to the signal poles are integral parts of a signal operation. Cameras are often used as vehicle detection and are also part of the city's ITS system in the urban center to maximize signal operations efficiency. In the urban center, the city recently expended more than 2 million dollars to construct a full signal interconnect of which the cameras are part of. In other cases, what may look like a camera is actually the Opticom sensor which is what EMS uses to change the signal to allow emergency vehicles to quickly pass through by overriding normal signal operations.
			The yellow bollards, while visually obtrusive, are there for a safety reason and must remain easily seen. We certainly try to design public streets to not have needs of these and other visually unattractive protective barriers but we can't always do so.
	2 ped bridge. Design needs to be inspiring.	LPeterson/PC (comment submitted in email to staff).	A type, size & location study was recently completed for the bridge. Next steps include furthering the design & engineering and finding funding to do so. A signature bridge design is desired, but the design will be dependent on the amount of funding available.
	3 Can we require retail shops that have shopping carts to use ones that apply brakes to wheel when patrons try to take them off the property (http://www.therawfeed.com/2006/01/wireless-brakes-stop-shopping-cart.html)?	LPeterson/PC (comment submitted in email to staff).	Probably, but not as part of the SCP. Most likely a separate ordinance would be required.

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	4 Are we running afoul of invalid "spot zoning" on these few lots/corners?	LPeterson/PC (comment submitted in email to staff).	The use districts are large enough not to be considered spot zoning. The special corner location requirements address building form only.
	5 Besides my perception that homelessness is tied to urban density, it is also my assumption that drug dealing, gangs, and prostitution are associated with density. Is this true? If so, is there anything besides night time lighting levels, use of street cameras, and increased police patrols to battle these social ills that could be added to the TUC Plan? Possibly activity centers to keep kids away from drugs and gangs. How about transitioning police officers out of cars and onto walking beats or using bicycles or even segway scooters (http://www.segway.com/police-government/products-solutions/i2-police.php)?	3.11.09/LPeterson/PC	The more direct correlations might be to concentrations of unemployment, availability of services (homeless shelters, food banks) and a market for illegal activities. We might want to see how Bellevue has handled these issues.
	Will the Tukwila Valley South development draw housing away from Southcenter area?	5.21.09/AEkberg/PC	Potentially. TVS is basically a greenfield development, so there will not be the added costs to redevelop a site. However, if the amenities and design called for in the SCP are implemented, the northern part of the UC should create the type of high quality urban environment that would be a strong draw for housing, as well as the fact that it would be better served with transit than the TVS site.
	Has the City thought about accommodating higher density housing elsewhere in the city? Are there alternatives to having to accommodate more residential development in the City (in response to housing targets).	5.21.09/AEkberg/PC	There is very little capacity for additional housing in the other parts of Tukwila without rezoning, though the City is considering allowing additional density in the Urban Renewal Area on TIB. Most single and multi-family zoned land is developed near its zoned capacity. The UC has more redevelopment potential, and is better served with transit. As a regionally designated urban center, we are expected to accommodate a significant amount of future growth (housing & employment targets). It is up to the City to determine the form that growth takes. If the city decides <u>not</u> to accept the growth, it may lose future regional and/or federal sources of funding for infrastructure such as roads, transit, etc.
	Public Outreach. How can the City improve outreach to business community? Personal phone calls, certified mail, ask mgrs for contacts at corporate HQ? Need to do something different that works better.	5.21.09/all PC	We have sent notices to all property owners on the assessment records, and to all the local addresses within the UC. This totals about 1,500 mailings. When we get a specific contact for a business we add that to our database. Derek Speck has also provided us with a list of his contacts within the UC.